Chapter 8: Urban Design and Visual Resources

8.1 Introduction

This chapter assesses the Proposed Actions' potential effects on urban design and visual resources. Per the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, the urban design and visual resources assessment is undertaken to determine whether and how a project or action may change the visual experience of a pedestrian, focusing on the components of the project or action that may have the potential to affect the arrangement, appearance, and functionality of the built and natural environment. According to the *CEQR Technical Manual*, urban design is defined as the totality of components – including streets, buildings, open spaces, wind effect, natural resources, and visual resources – that may affect a pedestrian's experience of public space. A visual resource is defined as the visual connectivity shared between the public realm and significant natural or built features, affording the pedestrian views of the waterfront or natural resources, public parks, landmark structures or districts, and/or otherwise distinct buildings or groups of buildings.

As described in Chapter 1, "Project Description," the Proposed Actions are intended to facilitate the implementation of the objectives of the Jerome Avenue Neighborhood Plan. The affected area (the "rezoning area") comprises an approximately 92-block area in Bronx Community Districts (CDs) 4, 5, and 7. The rezoning area generally follows a corridor defined by Jerome Avenue and River Avenue, over both of which runs the elevated 4-Train; this corridor includes an approximately two-mile stretch of Jerome Avenue between 184th Street on the north and East 168th Street on the south, together with approximately one-quarter mile length of River Avenue that extends south from River Avenue to East 165th Street. The rezoning area also includes portions of the east-west commercial corridors that intersect with Jerome Avenue and River Avenue, including portions of 183rd Street, Burnside Avenue, Tremont Avenue, Mount Eden Avenue, 170th Street, Edward L. Grant Highway, and East 167th Street. The Proposed Actions would provide for extensively mapped medium-density and high-density residential zones, as well as commercial zones and commercial overlays, and also allow for greater Floor Area Ratios (FARs) and building heights in the rezoning area than currently exist.

Many aspects of urban design are controlled by zoning (e.g., land use, which generally corresponds to building typologies, as well as building bulk, height, and arrangement). Because the Proposed Actions would entail changes to zoning and related development-control mechanisms, the Proposed Actions may have the potential to result in changes to urban design. Per the guidance of the *CEQR Technical*

Manual, an assessment of urban design may be warranted for projects entailing development that would surpass limitations of existing zoning, such as being in excess of existing zoning envelopes. The Proposed Actions would result in increased zoning envelope in the rezoning area, and development that may occur as a result of the Proposed Actions would be expected to exceed the bulk and form currently permitted "as-of-right" on the identified projected and potential development sites (described in Chapter 1, "Project Description"). Therefore, an assessment of urban design is presented in this EIS to determine the effects that would be associated with the proposed changes to zoning and related regulations with the Proposed Actions, and to assess whether any of these effects may constitute significant adverse impacts to urban design.

In order to present the analytical narrative, together with the graphic information that supports it, in a clear and concise manner, the detailed analyses of urban design and visual resources are presented separately in this chapter. The principal conclusions of both the urban design and visual resources analyses are presented first in Section 8.2. Then, following the discussion of methodology in Section 8.3, and then the summary of the preliminary assessment in Section 8.4, the detailed analyses of urban design and visual resources are presented separately in Section 8.5, as Part I and Part II, respectively.

The discussion of the key urban design elements (e.g., street patterns and block formation, building bulk, height, and placement, open space, and streetscapes, as well as the resultant pedestrian experience), is presented in three parts to describe existing urban design conditions, then conditions in the future without and with the Proposed Actions, wherein the analytical comparison of future conditions is made.

The detailed assessment of visual resources, which relies on the contextual information described in the urban design section, follows thereafter. The detailed assessment of visual resources focuses on particular visual resources and view corridors within the study area, and the particular effects to them that may result with the Proposed Actions.

8.2 Principal Conclusions

The detailed analysis of urban design and visual resources concludes that the Proposed Actions would not result in any significant adverse impacts to urban design or visual resources in the primary or secondary study areas. The Proposed Actions would allow for new residential and mixed use developments at a greater density than what is currently permitted as-of-right. The Proposed Actions, primarily, would be a notable increase in both building height and bulk in the rezoning area, and also a concentration of new development that would provide for greater cohesiveness in streetscape design within the rezoning area, thereby improving the pedestrian experience. Regarding other fundamental components of urban design, the Proposed Actions would not result in any change to the existing street pattern, street hierarchy, or block forms that characterizes the rezoning area and the neighborhoods surrounding it. Likewise, the Proposed Actions would result in no significant adverse impacts to visual resources or view corridors comprising the open space resources and historic resources within and surrounding the rezoning area.

The detailed analysis of urban design and visual resources considers the development both of the 45 projected development sites, alone, and also the combination of all 45 projected development sites together with all 101 potential development sites that, eventually, also may be redeveloped. The redevelopment of these sites with the Proposed Actions would result in notable transformation of the urban design of the recognizable north-south corridor comprising Jerome Avenue and River Avenue, over which the elevated 4-train runs, both by 2026 and in years following. Specifically, the changes to urban design within the primary study area that would result with the Proposed Actions would represent a continuity in development density, building heights, and residential and commercial uses throughout this corridor that would otherwise not exist in the future without the Proposed Actions. The forms of the buildings resulting with the Proposed Actions would contribute to the ongoing development of a coherent, consistent, and appropriate streetscape through unified streetwalls and setback controls in the vicinity of the elevated rail to ensure adequate air and light. Particularly with the continuity of streetwall and clearer definition to the form of the streetscapes in the rezoning area, the pedestrian experience of the rezoning area would be improved, compared to the future without the Proposed Actions.

The development of the 45 projected development sites, alone, would be expected to represent concentrations of residential and commercial land uses, as well as new building typologies, as well as development at greater building bulk and height than would be present in the future without the Proposed Actions. The urban design effects of the Proposed Actions may be most evident by 2026 at several locations where projected development sites are more concentrated, such as in the vicinities of

Burnside Avenue and Tremont Avenue near the northern end of the primary study area, and also at the southern end of the primary study area along River Avenue. In addition, development at the eastern end of Edward L. Grant Highway in the vicinity of Jerome Avenue to the east, together with the No-Action development expected in the same general area, would be expected be among the more consistent streetscapes, in terms of bulk and height, in the future with the Proposed Actions.

In addition to the concentrations of building bulk and height in these areas, it is expected that the development of the projected development sites would contribute to an improved streetscape form in these clusters, as well as throughout the primary study area at 17 intersections (eight of which would be improved substantially) and numerous block frontages. While the effective streetwall would not necessarily be continuous with the development of the projected development sites, alone, it would be improved over conditions in the future without the Proposed Actions, particularly with the redevelopment of unbuilt lots (parking lots or vacant lots) that would otherwise continue to interrupt or in some cases, given their size and placement, prevent the formation of streetwall altogether.

Finally, the contribution of the potential development sites would be substantial and would effect, together with the development of the projected development sites, the fairly wholesale change to urban design characteristics (building height, bulk, setback, and streetwall) throughout the entire primary study area. The effect to urban design with all projected and potential development sites developed would be commensurate with the intent of the Proposed Actions to encourage development that is appropriate for this transit-rich corridor. With both the projected and potential development sites developed, the positive effects related to urban design and pedestrian experience would be continuous throughout nearly the entirety of the rezoning area, and no significant adverse impacts to urban design and visual resources would result.

8.3 Methodology

The urban design and visual resources assessment is conducted per the guidance of the *CEQR Technical Manual* in three basic steps. First, the Proposed Actions are reviewed to determine whether such an assessment is warranted, based on whether the Proposed Actions would be expected to result in changes to elements particular to urban design, such as streets, buildings, visual resources, open space, natural features, and/or potential wind effects. When such changes, or "effects," could be expected with the Proposed Actions, then a preliminary assessment of urban design and visual resources (Section 8.4) is conducted to determine which particular effects expected with the Proposed Actions may warrant further investigation in the detailed analyses (Section 8.5). It is within the detailed analyses that the effects are characterized in greater detail and a determination is made as to whether any changes to the urban design and visual resources of an area would alter the pedestrian experience of public space in a significant way. Specifically, the analysis includes a description of existing urban design conditions ("existing conditions"), and a description of conditions expected in the future without the Proposed Actions ("No-Action" conditions), based on known developments expected to occur in the area in the future without the Proposed Actions (2026). Then, the potential effects to urban design that would be expected in the future as a result of the Proposed Actions ("With-Action" conditions) are described, and compared to the No-Action conditions.

Information pertinent to the assessment of the urban design and visual resources analyses includes data collected and analytical information prepared as part of other analyses included in this EIS, specifically: Chapter 2, "Land Use, Zoning, and Public Policy"; Chapter 5, "Open Space"; and Chapter 7, "Historic and Cultural Resources." In addition, the study of existing urban design and visual resources conditions has been informed by field visits and photography, publicly available data and maps, available from DCP MapPLUTO and Cornell University Geospatial Information Repository (CUGIR), and aerial imaging (available from Esri); consideration of the future conditions without and with the Proposed Actions also relies on computer imaging.

DETERMINING WHETHER AN URBAN DESIGN AND VISUAL RESOURCES ASSESSMENT IS APPROPRIATE

An assessment of urban design may be warranted when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. The elements comprising urban design are described in the *CEQR Technical Manual* as follows:

- **Streets.** For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalk is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, or newsstands.

- **Buildings.** Buildings support streets. A building's streetwalls form the most common backdrop in the City for public space. A building's size, shape, setbacks, lot coverage, placement on the zoning lot and block, orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.

- **Open Space.** For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots and privately owned public spaces.

- **Natural Features.** Natural features include vegetation and geologic, topographic, and aquatic features. Rock out-croppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.

- **Visual Resources.** A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

- **Wind.** Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that jeopardize pedestrian safety.

As described in Chapter 1, "Project Description," the Proposed Actions would be expected to result in development that would be constructed outside existing zoning envelopes and, therefore, result in physical changes that exceed the bulk and form that is currently permitted as-of-right. Consequently, the Proposed Actions would have the potential to change pedestrians' experience of public space, and so an urban design and visual resources assessment is warranted. Specifically, as described later in this

chapter, the Proposed Actions are assessed to determine whether and how they may affect urban design through alteration of streets, buildings, and open space, and the Proposed Actions are also assessed to determine how they may affect visual resources.

Certain natural features that are particularly characteristic of the portion of the Bronx in the vicinity of the rezoning area, including steep slopes and notable changes in elevation, as well as numerous and varied public open spaces, are discussed as they pertain both to urban design and also to visual resources. Specifically, the manner in which the existing urban design reflects development patterns in response to topography (e.g., changes in elevation and steep slopes) is discussed throughout the detailed assessment of urban design. Further, the ways in which changes in elevation affect view corridors, is also discussed throughout the detailed assessment of visual resources.

A pedestrian wind condition analysis is not warranted for the Proposed Actions. The proposed rezoning area is located in an inland part of the Bronx, and prevailing winds, including any wind effect related to surrounding waterways (i.e., the Harlem River) is attenuated by the rise in elevation that separates the Harlem River from the Rezoning Area; this condition would not change in the future without or with the Proposed Actions. Further, development resulting with the Proposed Actions would not alter the established street pattern or block formation, but would occur strictly with the existing street pattern, and virtually all resultant development would occur along wide or wide streets; therefore, the Proposed Actions would not be expected to change the general pattern of air circulation at the pedestrian level. In addition, the Proposed Actions would not introduce buildings taller than approximately 22 stories: most buildings on the 45 projected development sites would be less than 18 stories, and about half of all buildings would be approximately 15 stories or less; about five of the buildings constructed on the 101 potential development sites would be approximately 23 stories, while most would be 17 stories or less, and well over half of all buildings would be about 15 stories or less. While the Proposed Actions would introduce new building bulk and height along portions of these street corridors, they would not result in multiple adjacent and tall high-rise buildings that could in some situations potentially result in wind channeling effects experienced at the pedestrian level. Therefore, the development of the projected and potential development sites within the existing block and street configuration would have little or no potential to create new pedestrian wind effects that may affect pedestrian safety due to wind channelization or downwash.

STUDY AREAS

The study areas for urban design and visual resources have been established in accordance with the *CEQR Technical Manual* guidelines and are also consistent with the study areas used for the land use analysis, because this portion of the Bronx could experience changes in land use patterns and alteration of the built environment as a result of the Proposed Actions. Therefore, the urban design analysis considers both a primary study area, which is coterminous with the boundaries of the proposed Rezoning Area, and a secondary study area, which extends approximately one-quarter mile from the proposed rezoning area's boundary. (See Figure 8-1, "Urban Design and Visual Resources Primary and Secondary Study Areas (Aerial).")

All of the projected and potential development sites included in the RWCDS are located within the primary study area. As described in Chapter 1, "Project Description," the rezoning area comprises an approximately 92-block area, primarily along Jerome Avenue and its east-west commercial corridors, generally bounded by 184th Street to the north and East 165th Street to the south. (Please refer to Chapter 1, "Project Description," for a detailed view of Tax Blocks/Lots comprising the rezoning area.) The secondary study area extends an approximate ¼-mile from the boundary of the primary study area and is generally bounded by 190th Street to the north, East 162nd Street to the south, Webster Avenue to the east, and the Harlem River to the west.

As described further in the detailed analysis of urban design, the Rezoning Area (primary study area) comprises a linear and relatively narrow swath of development that is in some ways notably distinct from the development patterns characterizing the area surrounding it, even within just a couple of blocks. As described in Chapter 1, "Project Description," and Chapter 2, "Land Use, Zoning, and Public Policy," the development pattern of the Rezoning Area relates directly to the existing zoning of the primary study area, which generally reflects pre-existing development that occurred proximate to the elevated subway line (4-Train). The development pattern in the Rezoning Area and its vicinity, however, is likely also partly attributable to the topography of the area which, as is explored in this analysis of urban design, includes a relatively steep rise in elevation along much of the western edge of the Rezoning Area. (See Figure 8-2, "Urban Design and Visual Resources Primary and Secondary Study Areas (Topography).")



Source: New York City Department of City Planning, 2017; ESRI, 2017; STV Incorporated, 2017.

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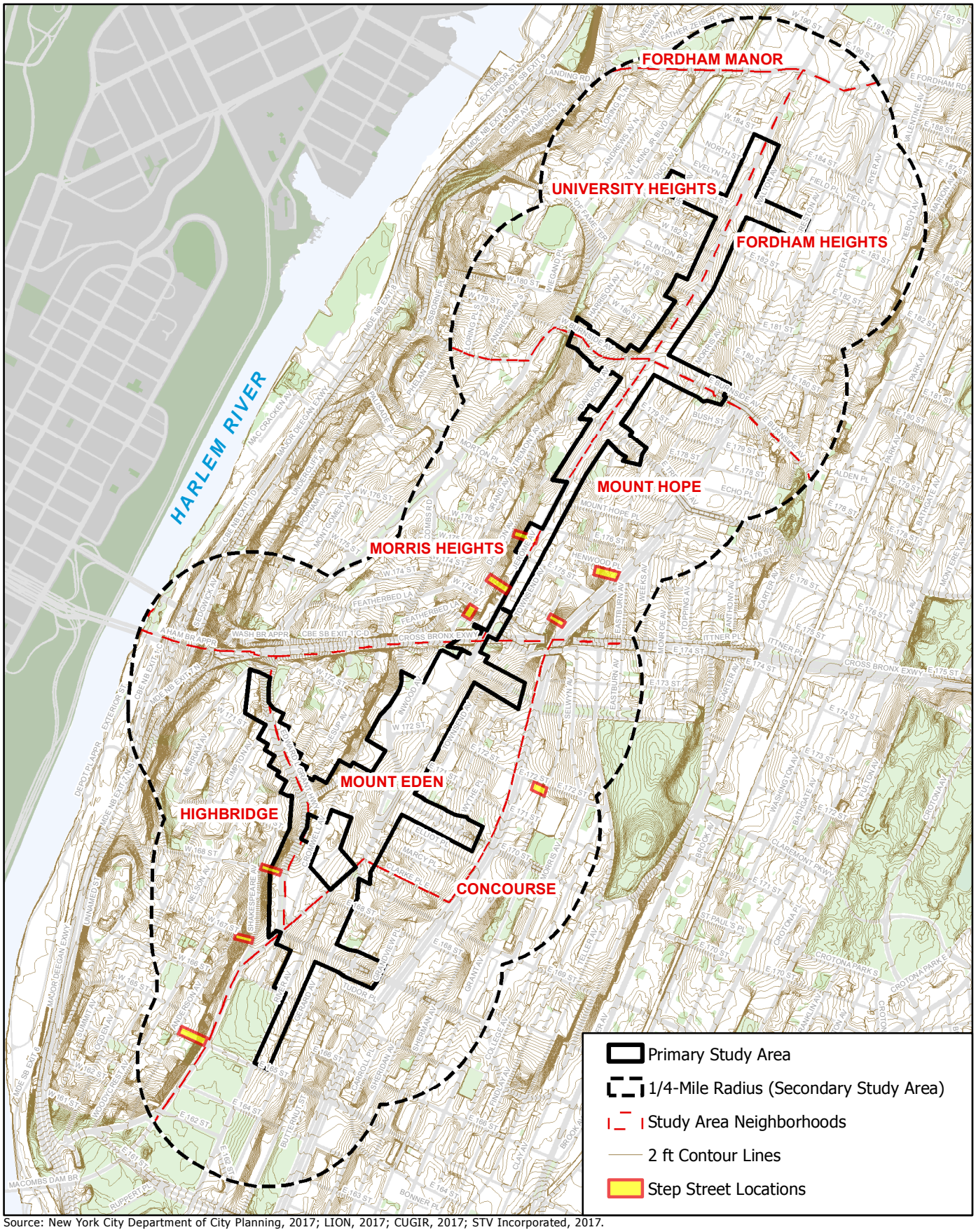
Jerome Avenue Rezoning EIS

Figure 8-1

URBAN DESIGN AND VISUAL RESOURCES
PRIMARY & SECONDARY STUDY AREAS
(AERIAL)



Source: New York City Department of City Planning, 2017; LION, 2017; CUGIR, 2017; STV Incorporated, 2017.

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Jerome Avenue Rezoning EIS

Figure 8-2

URBAN DESIGN AND VISUAL RESOURCES
PRIMARY & SECONDARY STUDY AREAS
(TOPOGRAPHY)

The secondary study area would be less likely to be affected directly by the Proposed Actions than would be the Rezoning Area (which contains all projected and potential development sites); rather, the secondary study area is presented to illustrate the urban design context surrounding the rezoning area. Specifically, the urban design analysis for this rezoning action relies on comparison between the primary and secondary study areas as a means of describing the existing urban design conditions and the similar urban design conditions in the future without the Proposed Actions, in both cases largely attributable to the current zoning; this same manner of comparison between study areas is again employed to describe the future urban design conditions with the Proposed Action, in order to examine, specifically, how the primary study area would relate to its general context (e.g., the surrounding secondary study area).

To support the visual resources assessment, visual resources, and in particular, view corridors, have been identified and are discussed herein with reference to the same primary and secondary study areas. However, as explained in the detailed analysis of visual resources, view corridors are defined both by the built features (e.g., buildings and structures, such as the elevated rail line along Jerome Avenue) and the natural topography of the area. In some cases, the topography may allow for view corridors that extend beyond the study area boundaries delineated above, while in other cases view corridors may be substantially limited by topography and/or built features that obstruct pedestrian views in certain directions.

8.4 Preliminary Assessment

Per the guidance of the *CEQR Technical Manual*, a preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects or actions that permit the modification of yard, height, and setback requirements; and (2) projects or actions that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project or action.

Beyond a preliminary assessment, a detailed analysis may be warranted for projects or actions that potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses are generally appropriate for all area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements. Therefore, a detailed analysis is provided as the remainder of this chapter.

8.5 Detailed Assessment

PART I – URBAN DESIGN

This section presents discussion of the urban design elements considered in the detailed analysis of urban design; specifically, this section provides an overview of the particular elements of urban design, which focus on streets, buildings, and open space. (The detailed analysis of visual resources is presented in Section 8.5, "Detailed Analysis, Part II – Visual Resources," which follows this detailed assessment of urban design.)

This detailed analysis of urban design is presented in three basic parts. First, Existing Conditions throughout the primary and secondary study areas are described in terms of street pattern, block formation, buildings (bulk, height, and arrangement), and open space, as well as streetscapes and the pedestrian experience. Next, the conditions in the primary study that will be expected in the future without the Proposed Actions (the No-Action condition) are described in a manner parallel to the discussion of Existing Conditions; in this part, future development that is expected to occur in the study areas without the Proposed Actions is described in terms of how it is expected to alter the urban design of the area (specifically streets, buildings, and open space).

Finally, the potential effects of the Proposed Actions (the With-Action condition) are presented in comparison to the No-Action Condition of these urban design elements. As described in Chapter 1, "Project Description," 45 projected development sites have been identified, which are considered most likely to be developed by the 2026 analysis year; therefore, the potential urban design effects associated with the construction of buildings at maximum FAR and height on all 45 projected developments sites are described. However, there are also 101 potential development sites, which as described in Chapter 1, are less likely to be developed by 2026, but could be expected to be developed in the future; given the large number of potential development sites, as well as the extensive area they comprise within the rezoning area, the urban design analysis also considers the potential effects to urban design that would be associated with the complete development of all 45 projected together with all 101 potential development sites, with all 146 sites developed to their maximum height and FAR permitted as a result of the Proposed Actions.

Existing Conditions

Rezoning Area (Primary Study Area) and Vicinity (Secondary Study Area)

Given the manner in which the rezoning area is delineated as a primarily linear corridor, and given its context – both in terms of regional transportation routes and also in terms of topography – the description of street patterns and block forms that informs the urban design and visual resources analyses is presented all together for both the primary study area (rezoning area) and the secondary study area (delineated according to a ¼-mile radius around the rezoning area). The primary and secondary study areas are then described and assessed discretely for the remainder of the urban design analysis.

Topography, Street Patterns, and Block Form

As illustrated on the previous Figure 8-2, "Urban Design and Visual Resources Primary and Secondary Study Areas (Topography)," the topography within the limits of the primary study area is relatively flat for most of the north-south corridor of Jerome Avenue and River Avenue, though there are modest changes in elevation to the east and west of this central spine along the portions of east-west roads included in the study area (183rd Street, Burnside Avenue, East Tremont Avenue, and 170th Street, for example). More notably, Edward L. Grant Highway, which is west of the Jerome Avenue near the southern end of the primary study area, follows between two topographical nodes comprising the portions of the Mount Eden neighborhood to the north and Highbridge neighborhood to the south.

Much of the rezoning area is narrowly delineated to represent the component portions of Jerome Avenue and River Avenue, as a continuous corridor form; consequently, only portions of blocks that have frontage on these avenues generally are included in the primary study area. Thus, for much the rezoning area, itself, particularly north of the Cross Bronx Expressway, the blocks appear fairly rectangular. However, considered more broadly the street pattern and block formation reflects the varied topography of the area and the interrelationships of local streets with highways and major arterial roadways.

The primary north-south arterial roadways include Jerome Avenue, which connects to Manhattan's West 155th Street via the Macombs Dam Bridge over the Harlem River to the south of the secondary study area. North of the secondary study area, Jerome Avenue follows the eastern side of the expansive Van Cortlandt Park in the Bronx at the Bronx border with Westchester County, and then continues northward into Westchester County (as Kimball Road); in the vicinity of Van Cortlandt Park, Jerome Avenue also meets the Major Deegan Expressway (I-87), which also runs north-south in the Bronx west of Jerome, outside the study area along the Harlem River. Other primary north-south arterial roadways

include Dr. Martin Luther King, Jr., Boulevard, west of Jerome Avenue and the Grand Concourse, east of Jerome Avenue.

The primary east-west arterial roadways include Fordham Road at the north end of the secondary study area, and also the Cross Bronx Expressway, which effectively bisects the rezoning area into a northern and southern portion. West of the study area, the Cross Bronx Expressway connects into Manhattan via the Alexander Hamilton Bridge over the Harlem River. Just north of the Alexander Hamilton Bridge is the Washington Bridge, which connects Manhattan's West 181st Street west, outside the study area, to Edward L. Grant Highway in the Bronx, which is included in the rezoning area and takes on the form of a wide boulevard, following a northwest/southeast route. Edward L. Grant Highway connects into Featherbed Lane/Grand Avenue just west of the rezoning area, and at its eastern end it connects into Jerome Avenue; and Edward L. Grant Highway also connects into Dr. Martin Luther King, Jr., Boulevard west of the rezoning area.

Thus, the rezoning area and its vicinity roadway network are part of several major arterials that serve the greater region. This regional roadway network combines with the more local streets, the patterns/routes of which are generally oriented north-south and east-west, but which reflect the localized variations of topography. The influence of topography on the pattern of streets and the resultant irregular block forms in the vicinity of the rezoning area is most evident to the east of Jerome Avenue, but it is also evident within the southern portion of the rezoning area south of the Cross Bronx Expressway and north of McClellan Street.

Described generally from north to south, the blocks north and east of the rezoning area, are most regularly formed, nearly rectangular, within the portions of the Fordham Manor and Fordham Heights neighborhoods. West of Jerome Avenue, as well, a generally rectilinear street grid is present for the portion of the University Heights neighborhood east of Dr. Martin Luther King, Jr., Boulevard; west of Dr. Martin Luther King, Jr., Boulevard, however the blocks are long and irregularly shaped north of Bronx Community College (northwest of Burnside Avenue, at the western edge of the secondary study area), and the Bronx Community College campus, itself, comprises its own distinctive development pattern.

Along the west side of the rezoning area, between West Tremont Avenue to the north and the Cross Bronx Expressway to the south, the street pattern is irregular, with blocks tending to be triangular or trapezoidal, or in some cases defined entirely by curving streets. This street pattern and block formation reflects the topography, as there is a relatively steep rise in elevation west of Jerome Avenue. On the opposite side of Jerome Avenue (east of Jerome Avenue), between East Tremont Avenue and the Cross Bronx Expressway, the street pattern fairly comprises a grid, though portions of the grid shift in orientation at East 176th Street, as the bend in the Grand Concourse (to the east) in this vicinity causes a slight variation in "north-south" street alignment in local streets that parallel it.

South of the Cross Bronx Expressway, the local streets both east and west of the rezoning area maintain a fairly grid-like pattern, though there are variations in sizes of blocks, proportions of lengths of block-

sides, and some occasional trapezoidal, triangular, or other irregular forms of blocks. It is within the rezoning area, south of the Cross Bronx Expressway, that the irregularity of local street pattern and block is most evident in the Mount Eden, Highbridge, and Concourse neighborhoods. Within this southern extent of the rezoning area Jerome Avenue is shifted westward, such that River Avenue effectively continues directly south from Jerome Avenue, south of about East 168th Street. (Notably the elevated 4-train subway line follows this more north-south route of Jerome Avenue and River Avenue in this area.)

Within the rezoning area south of the Cross Bronx Expressway and west of Jerome Avenue, in the vicinity of Edward L. Grant Highway specifically, development is are defined almost entirely by an irregular street pattern, with unusually configured intersections, and multiple blocks of irregular form – at both major intersections (Edward L. Grant Highway/Jerome Avenue/Inwood Avenue) and minor intersections surrounding it.

Finally, the topography and street pattern give rise to other components to street form and public streetscapes that are somewhat unique to this area: "step streets" take the form of pedestrian stairways connecting streets at different elevations where the rise between streets is too steep for traffic. Step streets are present primarily on the west side of the rezoning area: West 176th Street, West Clifford Place, Davidson Avenue (its southern end, at Featherbed Lane), West 168th Street (partly within the rezoning area), West 167th Street, and a portion of West 165th Street. There is also a portion of Henwood Place and a portion of East Clifford Place, east of Jerome Avenue, as well, that takes the form of a step street; a portion of Sheridan Avenue, east of the Grand Concourse (in the vicinity of East 172nd Street), also comprises a step street.

Primary Study Area

Corridors

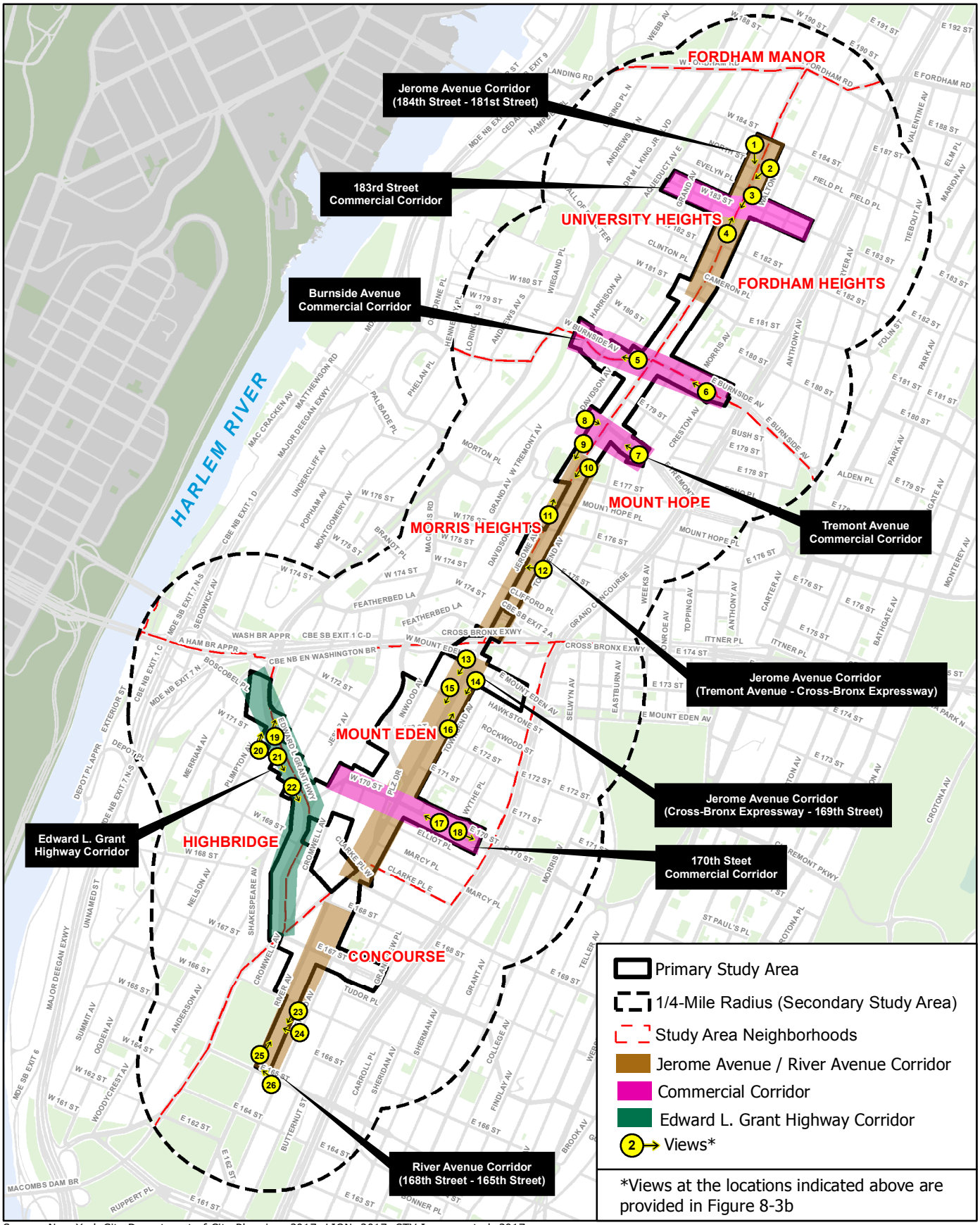
The Proposed Actions are oriented to achieve particular effects, and to focus such effects within a particular area, e.g., the rezoning area. As described in Chapter 1, "Project Description," the Proposed Actions are intended to accomplish several objectives, several of which are particularly related to urban design:

- Several objectives relate to diversification of land uses, which may be expected to alter urban form in terms of building bulk, typologies, as well as streetscape activity; among these, there is the objective to permit more intensive uses in two nodes to anchor the corridor and surrounding neighborhoods, and the objective to create a walkable, inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs.

- One objective is to preserve zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs, thereby ensuring that the existing pattern of development related to manufacturing would be expected to continue in some form, in the future, as new types of uses may be developed in the vicinity.
- One objective focuses on the relationship of new uses to the existing subway infrastructure, by creating special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between resident uses and the train.
- Notably, one objective is to ensure that any new construction fits visually and architecturally into its surrounding neighborhood context.

As described in Chapter 1, "Project Description," the rezoning area has been defined in a manner that is intended to support the revitalization of the Jerome Avenue corridor and its associated east-west connections. As such, the primary study area (rezoning area) may be described as a series of street corridors, or portions of corridors. Some of these corridors currently exhibit distinctive development patterns, which translate into urban design that is characteristic of the corridor (e.g., light manufacturing uses in one-story buildings, or neighborhood retail in one-story buildings, parking lots, etc.).

For the purposes of this analysis and discussion, the primary study area is assumed to comprise eight corridors. For a map of the primary study area, and the eight corridors that comprise it, please refer to Figure 8-3a, "Views of the Built Context within the Primary Study Area." Three of these corridors, as defined and discussed in this assessment, represent segments of the approximately two-mile north-south Jerome Avenue corridor, and one corridor, River Avenue, represents the effective southern end of this overall north-south corridor, south of East 168th Street. The elevated 4-train subway track follows above the Jerome Avenue and River Avenue corridors. Photographs of the built context follow on Figure 8-3b; their vantage points are noted on Figure 8-3a.



Source: New York City Department of City Planning, 2017; LION, 2017; STV Incorporated, 2017.

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Figure 8-3a

EXISTING VIEWS OF THE BUILT CONTEXT WITHIN THE PRIMARY STUDY AREA



1. Gas station on Jerome Avenue near North Street



2. Looking west on Jerome Avenue near North Street



3. Commercial use on Jerome Avenue off of the 183rd Street stop



4. Looking north on Jerome Avenue near Buchanan Place

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-3b

PRIMARY STUDY AREA - JEROME AVENUE CORRIDOR (184TH STREET - 181ST STREET)



5. Commercial use on Burnside Avenue west of Jerome Avenue



6. Commercial use on Burnside Avenue east of Jerome Avenue

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-3b

PRIMARY STUDY AREA -
BURNSIDE AVENUE COMMERCIAL CORRIDOR



7. Looking west on Tremont Avenue at Walton Avenue



8. Looking east on Tremont Avenue at Davidson Avenue

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-3b

PRIMARY STUDY AREA -
TREMONT AVENUE COMMERCIAL CORRIDOR



9. Auto repair shops on Jerome Avenue looking south



10. Looking south on Jerome Avenue near East 177th Street



11. Blank wall on Jerome Avenue



12. Looking south from East 175th Street and Jerome Avenue

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-3b

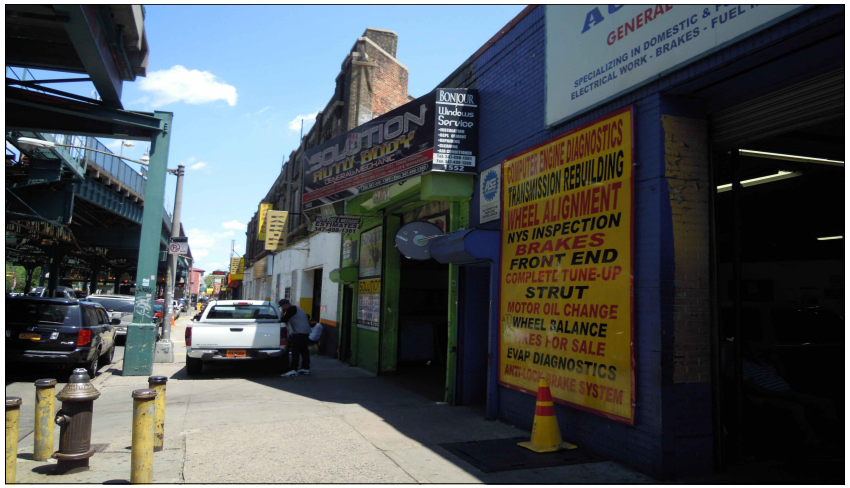
PRIMARY STUDY AREA - JEROME AVENUE CORRIDOR (TREMONT AVENUE - CROSS-BRONX EXPRESSWAY)



13. Auto repair shops on Jerome Avenue



14. Auto shop and parking facilities on Jerome Avenue



15. Auto shops on Jerome Avenue looking north



16. Car dealership on Jerome Avenue

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-3b

PRIMARY STUDY AREA - JEROME AVENUE CORRIDOR (CROSS-BRONX EXPRESSWAY - 169TH STREET)



17. Commercial activity on 170th Street near Jerome Avenue



18. Shops along 170th Street facing east

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-3b

PRIMARY STUDY AREA -
170TH STREET COMMERCIAL CORRIDOR



19. Intersection of Edward L. Grant Hwy and Plimpton Ave



20. Retail and church at Plimpton Ave and Edward L. Grant Hwy



21. Street wall on Edward L. Grant Hwy



22. Looking northwest on Edward L. Grant Hwy from Shakespeare Ave

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-3b

PRIMARY STUDY AREA - EDWARD L. GRANT HIGHWAY CORRIDOR



23. Retail on River Road near Mulally Park



24. Parking on River Road



25. Looking north on River Road



26. Looking west toward Jerome Ave from E 165th Street

EXISTING VIEWS

Source: STV Incorporated, 2017.

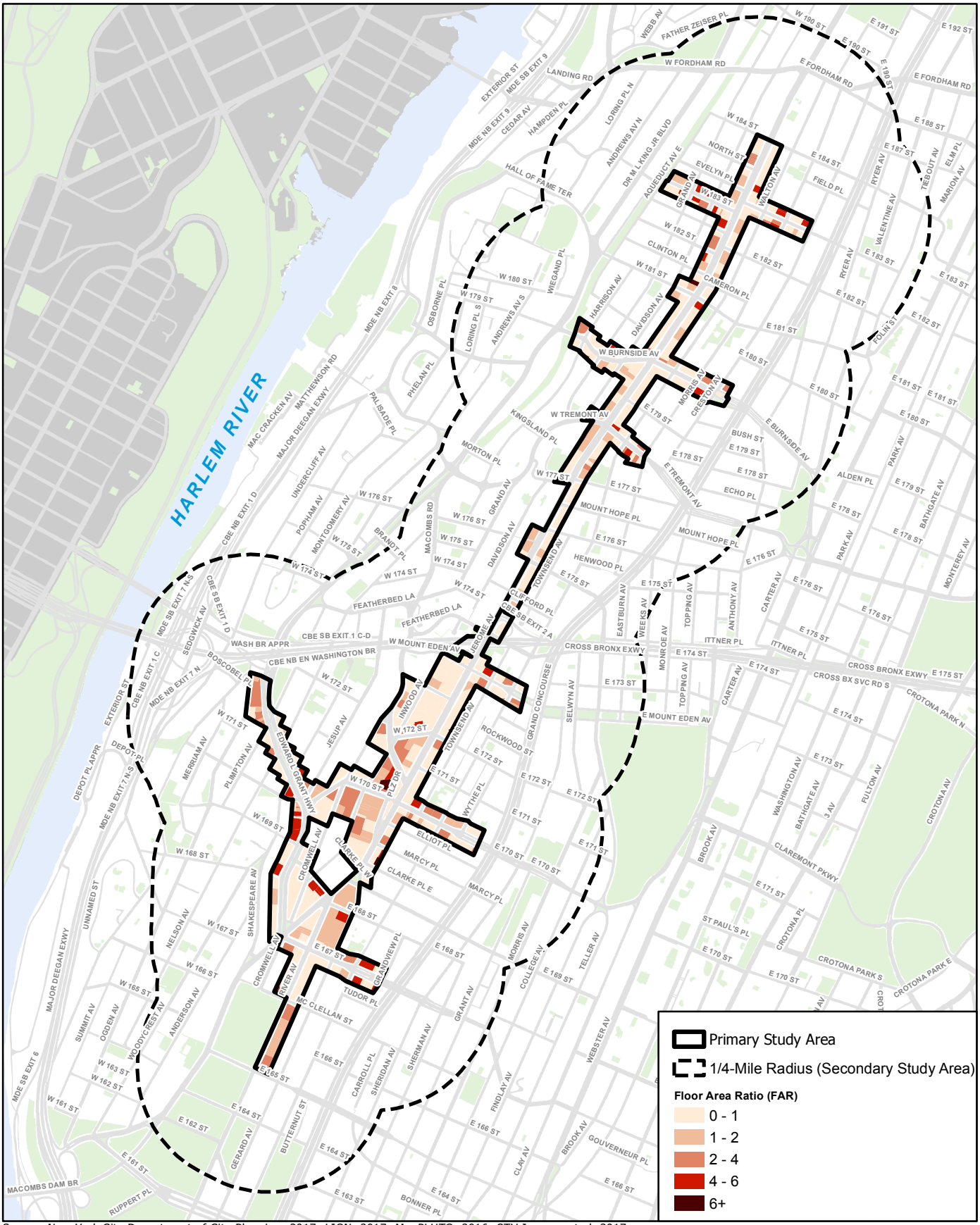
Figure 8-3b

PRIMARY STUDY AREA - RIVER AVENUE CORRIDOR (168TH STREET - 165TH STREET)

Much of the urban design throughout the primary study area and its surrounding neighborhoods relates directly to land use and corresponding building types. As shown on Figure 8-4, "Existing Density within the Primary Study Area (FAR)," the rezoning area (primary study area) comprises many lots built out to a relatively low Floor Area Ratio (FAR) along Jerome Avenue. In most cases, the FAR along Jerome Avenue is 2.0 or less. Development at a higher FAR is present on the east west cross streets, such as 183rd Street, Burnside Avenue, Tremont Avenue, and East 170th Street, which are developed typically as commercial corridors. Higher FARs also characterize the development of the southernmost blocks in the primary study area, as well as the irregular blocks comprising much of the remainder of the southern portion of the primary study area, south of the Cross Bronx Expressway.

As shown on Figure 8-5, "Existing Building Heights within the Primary Study Area," the heights of buildings in the rezoning area (primary study area) correspond nearly directly to the FARs. For example, where the FAR is higher in the primary study area, so too, generally, are the building heights. Almost all buildings throughout the primary study area are one- or two-story buildings, and this is particularly true along Jerome Avenue in the vicinity of the elevated 4-train. Consequently, passengers on the elevated 4-train generally have views over much of the existing development in the primary study area on either side of Jerome Avenue (though train-level views tend not to be extensive, except along east-west street corridors, because taller apartment buildings in the secondary study area generally surround much of the rezoning area, as discussed further in this chapter). Some of the taller buildings found in the primary study area are present along the east side of River Avenue at the southern end of the primary study area (and as such, train-level views are generally limited to westward views, over Mullaly Park).

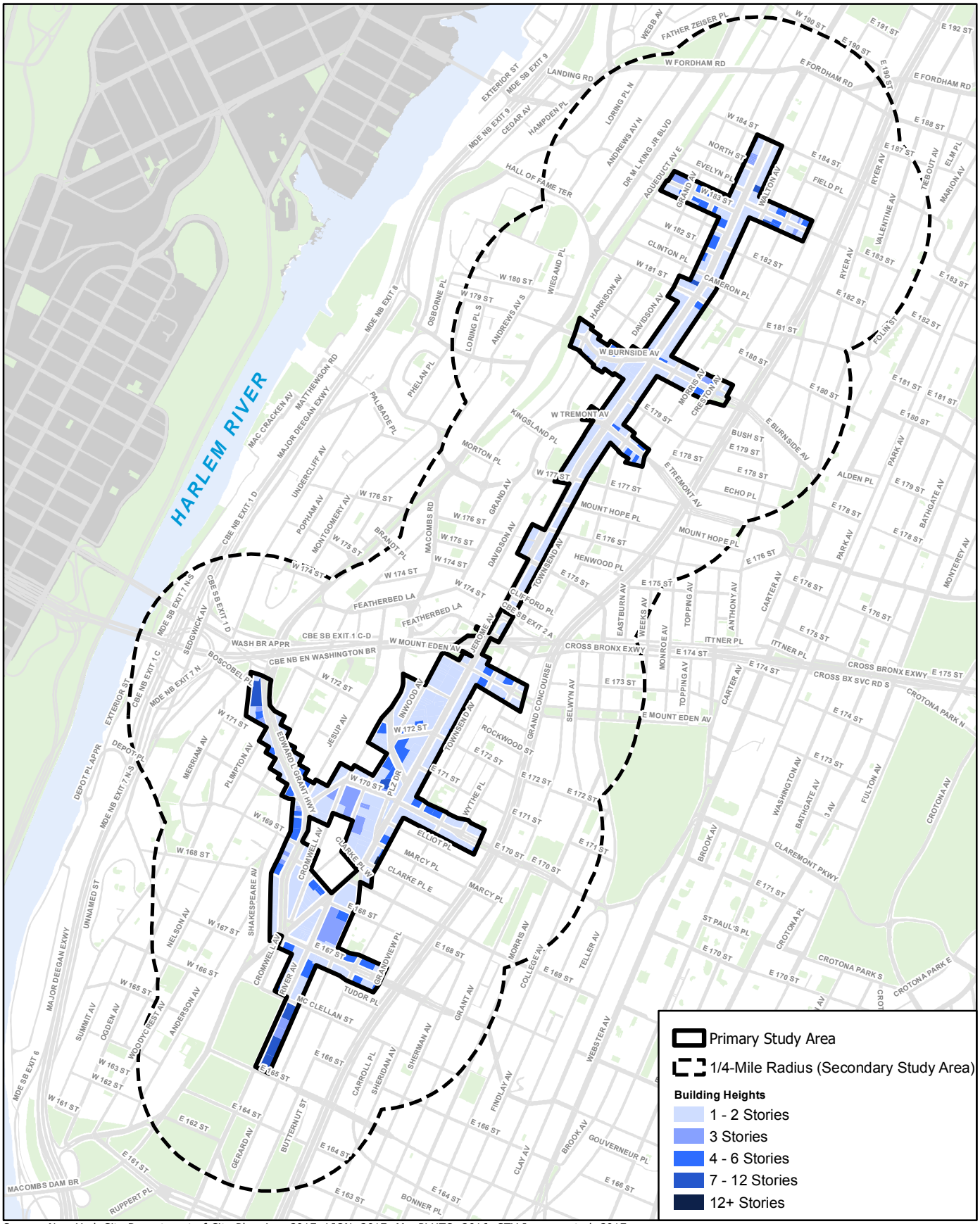
As shown on Figure 8-6, "Building Footprints and Streetwall within the Primary and Secondary Study Areas (North)," the rezoning area (primary study area) building footprints are fairly large throughout the primary study area, corresponding to lots sizes that are generally larger on the blocks lining Jerome Avenue than on blocks east or west. These buildings tend to be built at the lot line throughout the entire primary study area, with little or no setback, no front or side yards, and no landscaping. However, in addition to low-density, one- and two-story buildings with large footprints, the primary study area is also characterized by many unbuilt areas, including many parking lots that represent extensive lengths of the streetscape where there is no built streetwall.



Source: New York City Department of City Planning, 2017; LION, 2017; MapPLUTO, 2016; STV Incorporated, 2017.

Figure 8-4

EXISTING DENSITY IN PRIMARY STUDY AREA (FAR)



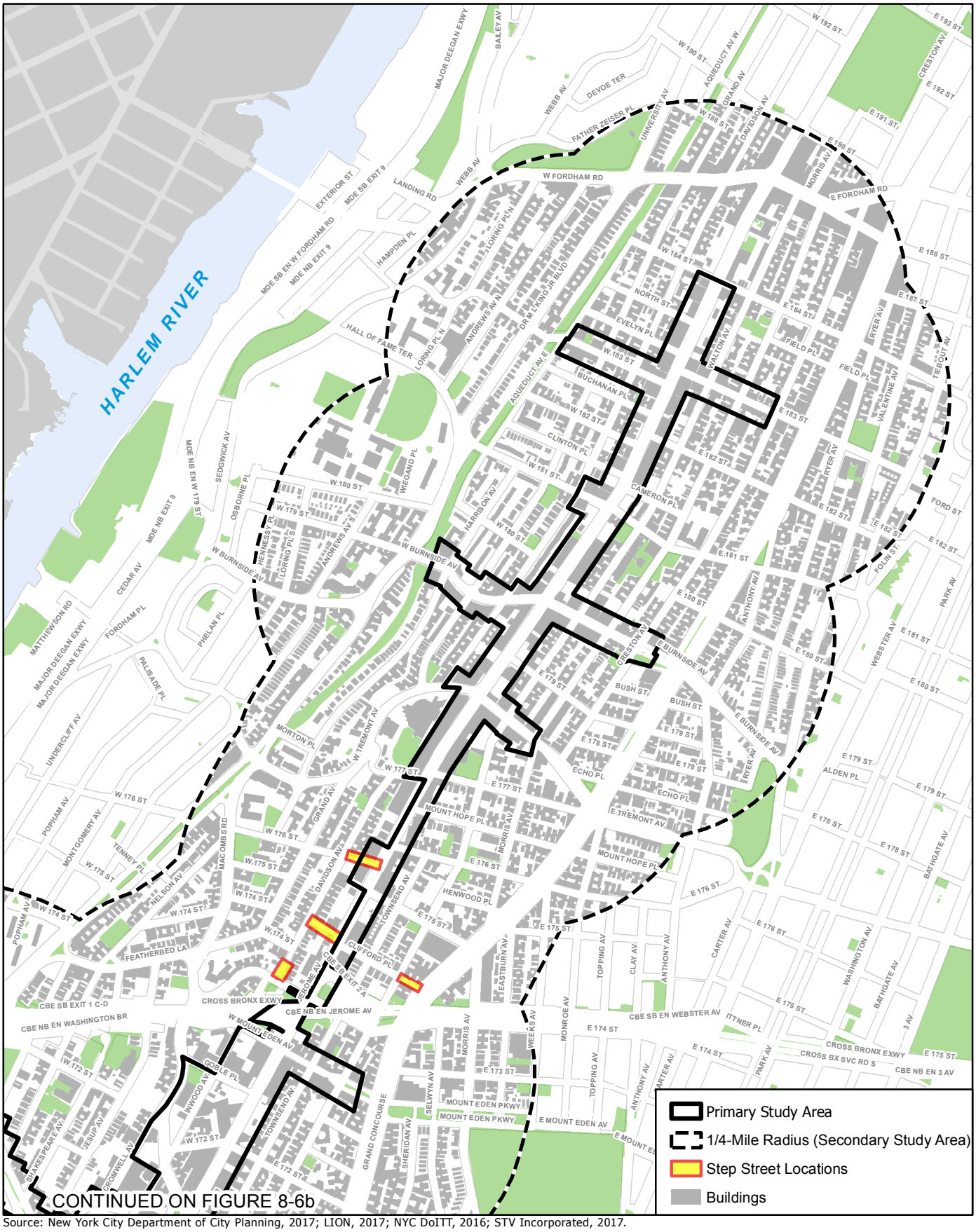
Source: New York City Department of City Planning, 2017; LION, 2017; MapPLUTO, 2016; STV Incorporated, 2017.

N

0 0.25 0.5 Mile

Figure 8-5

EXISTING BUILDING HEIGHTS IN PRIMARY STUDY AREA



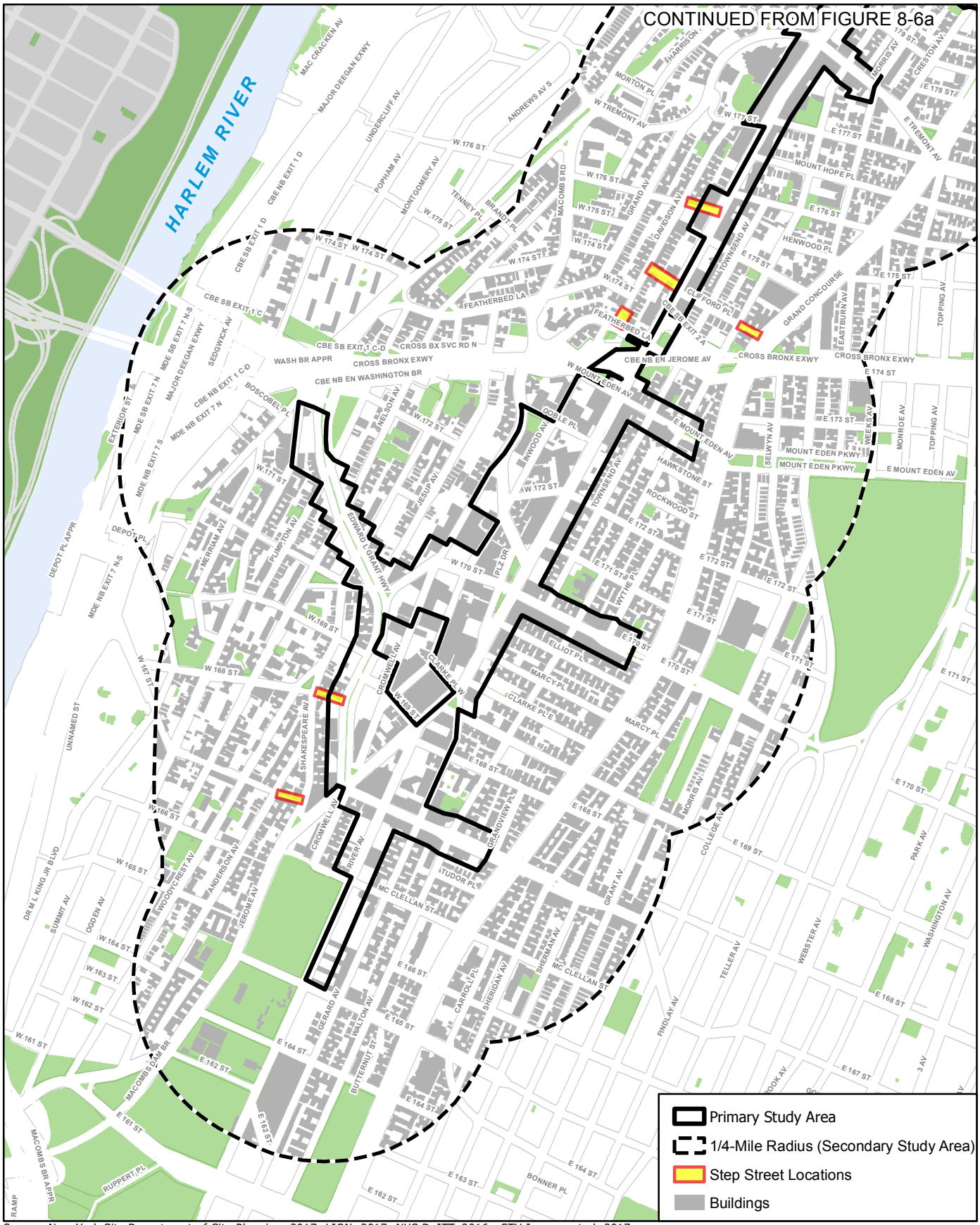
Source: New York City Department of City Planning, 2017; LION, 2017; NYC DoITT, 2016; STV Incorporated, 2017.

N

0 0.15 0.3 Mile

Figure 8-6a

BUILDING FOOTPRINTS & STREETWALL IN PRIMARY & SECONDARY STUDY AREAS



Source: New York City Department of City Planning, 2017; LION, 2017; NYC DoITT, 2016; STV Incorporated, 2017.

N

0 0.15 0.3 Mile

Figure 8-6b

BUILDING FOOTPRINTS & STREETWALL IN THE PRIMARY & SECONDARY STUDY AREAS

The eight primary study area corridors are described in detail in Chapter 1, "Project Description," and similarly, the descriptions of land uses and zoning throughout the primary study area are provided in Chapter 2, "Land Use, Zoning, and Public Policy." Following is a summary description of the corridors for the purposes of highlighting key information pertaining to land use, building type, and zoning, as it relates to the assessment of urban design; the relationships of these corridors to the surrounding neighborhoods are noted (and the urban design of these neighborhoods is described in the subsequent discussion of the secondary study area that follows in this section).

Jerome Avenue Corridor (184th Street – 181st Street)

This corridor represents the northernmost portion of the primary study area. It is shared between the neighborhoods of University Heights to the west of Jerome Avenue, and Fordham Heights to the east of Jerome Avenue. It is currently mapped exclusively as C8-3 zoning, with the exception of the portion of 183rd Street that is mapped as R7-1 (west of Jerome Avenue) and R8 (east of Jerome Avenue), each with C1-4 commercial overlays. Consistent with the zoning, automotive uses are present in this corridor, along with various retail uses, two self-storage facilities, and a number of legally non-conforming large residential buildings.[1] This portion of the Jerome Avenue corridor is served by the BX32 bus, running along Jerome Avenue, as well as the 4-Train, with a stop at 183rd Street.

As with the other portions of the primary study area, pedestrian activity tends to be highest in the vicinity of the transit stops. There are many commercial establishments oriented to pedestrians, particularly in the vicinity of transit stops – but there are also numerous commercial uses in this corridor that are oriented toward drivers of automobiles, including some commercial uses with off-street parking. Consequently, mid-block curbcuts are common throughout this corridor, with the associated commercial activity at each curbcut occasionally interrupting pedestrian flow. Automobile traffic is notable throughout the day, and there is minimal relief for the pedestrian in the form of street furniture. Street trees are present but infrequent throughout the corridor and not generally large or mature. Temporary sidewalk signage is commonly employed by businesses, and front facades may feature multiple signs or signage schemes arranged in a large, billboard like scale that is oriented toward the drivers on Jerome Avenue. The buildings are typically low-rise, and there are many unbuilt areas in the form of parking lots, where the pedestrian is provided views of the tall apartment buildings outside the rezoning area to the west and east. However, the aesthetic character of the streetscape is dominated by the elevated 4-train that follows above Jerome Avenue in this corridor.

[1] The primary study area contains a number of buildings that were built before the current Zoning Resolution went into effect (1961). Under the provisions for non-complying buildings in the Zoning Resolution, non-complying floor area may remain, and may also be reconstructed if the building is partially demolished, provided that a minimum of 25 percent of the existing building's floor area is retained.

Jerome Avenue Corridor (Tremont Avenue – Cross Bronx Expressway)

This corridor represents the northernmost portion of the primary study area. It is shared between the neighborhoods of Morris Heights to the west of Jerome Avenue, and Mount Hope to the east of Jerome Avenue. C8-3 zoning is mapped throughout this segment of Jerome Avenue, except between 176th Street and 177th Street, where the zoning designation is R7-1 with a C2-4 overlay. Consistent with the zoning, this portion of the Jerome Avenue corridor is lined with a mix of commercial uses, including auto repair shops, gas stations, parking facilities and car washes, as well as neighborhood retail, such as hardware stores and general merchandise shops, and restaurants. The density of automotive uses in this area is, in part, related to its accessibility via the Cross Bronx Expressway.

This portion of the Jerome Avenue corridor is not well-served by buses, but there is a 4-Train stop at 176th Street. There are commercial establishments oriented to pedestrians, particularly in the vicinity near Tremont Avenue at the northern end, and in the vicinity of the 4-Train stop at 176th Street. There are also numerous commercial uses in this corridor that are oriented toward drivers of automobiles, including some commercial uses with off-street parking. Consequently, mid-block curbcuts are common throughout this corridor, with the associated commercial activity at each curbcut occasionally interrupting pedestrian flow. The pedestrian in this corridor may frequently encounter activity associated with the number of garages and automotive service businesses concentrated in this corridor. Automobile traffic is notable throughout the day, both in the vicinity of the sidewalks fronting automotive services, and also on Jerome Avenue – particularly in the vicinity of the Cross Bronx Expressway. There is minimal relief for the pedestrian (i.e., virtually no street furniture). Only a few street trees are present, and highly infrequent throughout the corridor and not generally large or mature. Temporary sidewalk signage is commonly employed by businesses, and front facades may feature multiple signs or signage schemes arranged in a large, billboard like scale that is oriented toward the drivers on Jerome Avenue. The buildings are typically low-rise, and there are many unbuilt areas in the form of parking lots, where the pedestrian is provided views of the tall apartment buildings outside the rezoning area to the west and east. However, the aesthetic character of the streetscape is dominated by the elevated 4-train that follows above Jerome Avenue in this corridor.

The dense residential neighborhoods of Morris Heights and Mount Hope are located to the west and east, respectively, of this segment of the Jerome Avenue corridor; several step streets connect these neighborhoods with the corridor including step streets at West 176th Street, Clifford Place, and Davidson Avenue connecting Jerome Avenue to Morris Heights to the west, and another step street on Clifford Place connecting Jerome Avenue to the Mount Hope neighborhood to the east.

Jerome Avenue Corridor (Cross Bronx Expressway – 169th Street)

Forming the core of the Mount Eden neighborhood, this portion of the Jerome Avenue corridor is mapped with a variety of zoning districts, the most prominent being an M1-2 district to the west of

Jerome Avenue and south of 170th Street (which is excluded from the rezoning area for the Proposed Actions), and a C8-3 district north of 170th Street, extending from the eastern frontage of Jerome Avenue to Macombs Road on the west. The M1-2 district contains a variety of uses, including self-storage, an ironworks, DSNY facility, and a number of warehouse and automotive uses. The C8-3 district includes a variety of automotive repair facilities, a livery service and parking uses, a number of large apartment buildings, and a recently constructed commercial fitness facility. There is also an R8 district with commercial overlay mapped on the east side of Jerome Avenue, between 169th Street and 170th Street, which contains neighborhood commercial uses, such as small restaurants, a small market, beauty supply stores, and a general merchandise store. There is also a portion of R7-1 district mapped with a commercial overlay along Jerome Avenue at Mt. Eden Avenue, which includes similar neighborhood retail and commercial uses. Major institutions within this portion of the Jerome Avenue corridor include the NYPD 44th Police Precinct located at the southeast corner of 169th Street and Jerome Avenue, and the recently constructed New Settlement Community Campus, which includes three schools and a community center, located at Jerome Avenue and Goble Place. Bronx Lebanon Hospital is located east of the Grand Concourse between Mt. Eden Avenue and 173rd Street.

The BX11 and BX18 buses serve as east-west bus connections, though with exception of the buses running along the Grand Concourse, there is no north-south bus service within this portion of the study area. There is a 4-train stop at Jerome Avenue and Mt. Eden Avenue.

As with the other portions of the primary study area, pedestrian activity tends to be highest in the vicinity of the transit stops, but it is also notable in the vicinity of some of the more recent development, including the institutional uses (e.g., New Settlement Community Campus) – where street trees have been planted and maintained, as a notable improvement to the sidewalk conditions and pedestrian experience, compared to much of the surroundings. Otherwise, however there is minimal relief for the pedestrian (i.e., virtually no street furniture). Only a few street trees are present where there has been no recent development, and they generally are not large or mature.

There are many commercial establishments oriented to pedestrians, particularly in the vicinity of transit stops. There are also numerous commercial uses in this corridor (like the portion of Jerome Avenue north of the Cross Bronx Expressway) that are oriented toward drivers of automobiles, including some commercial uses with off-street parking. Consequently, mid-block curbcuts are common throughout this corridor, with the associated commercial activity at each curbcut occasionally interrupting pedestrian flow. The pedestrian in this corridor may frequently encounter activity associated with the number of garages and automotive service businesses concentrated in this corridor. Automobile traffic is notable throughout the day, both in the vicinity of the sidewalks fronting automotive services, and also on Jerome Avenue – particularly in the vicinity of the Cross Bronx Expressway. Temporary sidewalk signage is commonly employed by businesses, and front facades may feature multiple signs or signage schemes arranged in a large, billboard like scale that is oriented toward the drivers on Jerome Avenue.

The buildings are typically low-rise, and there are many unbuilt areas in the form of parking lots, where the pedestrian is provided views of the tall apartment buildings outside the rezoning area to the west and east. However, the aesthetic character of the streetscape is dominated by the elevated 4-train that follows above Jerome Avenue in this corridor.

River Avenue Corridor (168th Street – 165th Street)

The River Avenue corridor represents the southernmost extent of the primary study area, effecting a southern extension to Jerome Avenue. It connects to Mount Eden on the north and to the Concourse neighborhood on the south. Similar to the Jerome Avenue corridor to the north, elevated 4-train track infrastructure follows up above River Avenue in this corridor (which meets Jerome Avenue at 168th Street). This portion of the primary study area is within convenient walking distance to Yankee Stadium (to the south of the primary study area) which includes the large Mullaly Park. This corridor is zoned as R8 district, allowing the highest density of any existing designation in the primary study area. There are C2-4 commercial overlays mapped along River Avenue, between McClellan Street and 167th Street. Land uses in the corridor include surface parking lots, as well as large, mixed-use apartment buildings, and single-story retail buildings (at 167th Street).

The 4-train stops at River Avenue and 167th Street. As with the other portions of the primary study area, pedestrian activity tends to be highest in the vicinity of the transit stops. In most of the corridor, there is minimal relief for the pedestrian (i.e., virtually no street furniture or street trees) and unlike the Jerome Avenue portion of the corridors to the north, the River Avenue corridor lacks pedestrian-oriented commercial space. There are large expanses of blank wall frontage (e.g., retaining wall) as well as large expanses of parking areas that detract from the pedestrian experience. At the southern end, in the vicinity of the Mullaly Park and the blocks directly east, there are ample vegetation and landscaping that contribute to the streetscape aesthetic and the overall pedestrian experience. However, the aesthetic character of the streetscape is dominated by the elevated 4-train that follows above Jerome Avenue in this corridor.

In addition to the Jerome Avenue and River Avenue corridors, described previously, which constitute the length of the rezoning area from north to south, there are also several east-west corridors included in the rezoning area. In each of these corridors, the buildings are typically low-rise and house commercial uses oriented toward the pedestrian. Street furniture generally includes bus stops, bicycle racks, mail boxes, and newspaper stands, and there are street trees, which although infrequent, tend to be moderate in size and mature. These contributions to the aesthetics of these commercial streetscapes, combined with the commercial uses with sandwich boards, sidewalk displays, and colorful awnings visible across the street, imbue the commercial corridor streetscapes with pedestrian-oriented character that differs notably from the corridors of Jerome Avenue described previously. Further, without the elevated 4-Train structure directly over the street as in other portions of the rezoning area, pedestrians are afforded more views toward the apartment buildings that stand outside the rezoning area, both the buildings on neighboring streetscapes, as well as buildings several blocks away.

These commercial corridor streetscapes are described, following, listed from northernmost to southernmost:

183rd Street Commercial Corridor

The 183rd Street commercial corridor is the northernmost of the commercial corridors intersected by Jerome Avenue and included within the rezoning area, and it extends east and west from the 4-train stop. Commercial uses in this corridor comprise local retail, including clothing stores, small groceries and delis, as well as restaurants. Most of the buildings west of Jerome Avenue and Davidson Avenue stand one story tall; further west along this corridor, taller mixed-use buildings feature ground-floor commercial frontage on West 183rd Street. Similarly, east of Jerome Avenue, commercial buildings are also generally a single story between Jerome Avenue and Walton Avenue, and taller mixed-used buildings with ground-floor commercial frontage comprise the remainder of East 183rd Street in the rezoning area.

Burnside Avenue Commercial Corridor

Burnside Avenue is a vibrant commercial corridor in the northern portion of the primary study area. It is shared between the neighborhoods of University Heights to the west of Jerome Avenue, and Fordham Heights and Mount Hope to the east of Jerome Avenue. An R7-1 district and an R8 district are mapped west and east of Jerome Avenue, respectively, each with a C1-4 commercial overlay. Apparel stores, restaurants, banks, electronics stores, grocery stores, and other commercial uses are typical in this corridor. Housing is also permitted and a recently constructed affordable housing project is located at the corner of Burnside Avenue and Creston Avenue.

Major institutions located in this corridor include educational and health facilities. P.S. 306/M.S. 331, located on West Tremont Avenue, west of Jerome. The Davidson Community Center is located on Davidson Avenue, just off Burnside Avenue. The Morris heights Health Center operates two facilities on Burnside Avenue. Bronx Community College is located west of the primary study area in the vicinity of the Burnside Avenue corridor. This area is well-served by transit, including the BX32, BX40, BX42, and BX 36. The 4-train stops at Jerome Avenue and Burnside Avenue.

Tremont Avenue Commercial Corridor

Located just a couple blocks south of East Burnside Avenue, this portion of East Tremont Avenue included in the rezoning area is part of a vibrant commercial corridor in the northern portion of the primary study area, in the Mount Hope neighborhood (east of Jerome Avenue). It is mapped R8 with a commercial overlay and developed with a mix of commercial and residential uses.

170th Street Commercial Corridor

This corridor along 170th Street within the Mount Eden neighborhood, just south of the Cross Bronx Expressway, is an important east-west connection through the primary study area, between Edward L. Grant Highway on the west and Grand Concourse just east of the primary study area in the Concourse neighborhood. A C4-4 district is mapped between the Grand Concourse and Jerome Avenue, and the street separates an M district on the south and a C8 district on the north; north of the C8 district is an R7-1 district, mapped with a commercial overlay, between Cromwell Avenue and Edward L. Grant Highway.

This corridor is an active commercial area, with commercial uses being local-serving and located in low-scale, one- and two-story buildings. A number of large, mixed-use apartment buildings with ground-floor retail are located along the northern frontage of the 170th Street, between Walton Avenue and Jerome Avenue. Between Jerome Avenue and Edward L. Grant Highway to the west, 170th Street is characterized by uses consistent with the C8-3 and M1-2 districts. Uses in this part of the corridor include a self-storage facility, a surface parking lot, a livery cab service, as well as interspersed automotive uses. The Volunteers of America facility is also located in this corridor. This corridor is served by the BX11 and BX18, and there is a 4-train stop on Jerome Avenue and 170th Street.

Edward L. Grant Highway Corridor

Finally, there is one corridor that is not heavily commercial nor does it resemble the Jerome Avenue corridor. The Edward L. Grant Highway corridor defines the western edge of the southern portion of the primary study area. Edward L. Grant Highway is a curving, wide, 4-lane boulevard that is oriented primarily north-south between the Cross Bronx Expressway (north) and 167th Street (south). It serves the Highbridge neighborhood to the west of Jerome Avenue and River Avenue, as well as serving the Mount Eden neighborhood, just south of the Cross Bronx Expressway. (North of the Cross Bronx Expressway, and outside the primary study area, Edward L. Grant Highway becomes Dr. Martin Luther King, Jr., Boulevard/University Avenue.) Edward L. Grant Highway traverses three zoning districts: C8-3, M1-2, and R7-1, and commercial overlay is mapped continuously along this corridor, north of West 170th Street. The BX35 runs along Edward L. Grant Highway and provides connections west into Manhattan and east through Morrisania to the Foxhurst neighborhood.

This corridor includes a number of large apartment buildings, including a recently developed 130-unit HPD project north of Plimpton Avenue. A ten-story 60-unit mixed-use residential and commercial development is currently under construction at the southeast corner of Edward L. Grant Highway and Plimpton Avenue. Step streets at West 168th Street and West 167th Street connect this corridor to parts of the Highbridge neighborhood to the west.

Street trees are present along the entire extent of this corridor, both within the median of the boulevard and also along the sidewalk. While the trees along the sidewalks are less regular in their arrangement,

compared to the more continuous line of trees planted within the median, they are mature and generally larger. There is curbside parking along much of the boulevard. Street furniture and commercial displays are less frequent than the pedestrian oriented commercial corridors described previously. While the buildings along the boulevard are generally taller (most over 3 stories) than those found along the other streetscapes, and thus preclude views beyond them, the pedestrian on the Edward L. Grant Highway streetscapes does have distant views up and down the boulevard.

Secondary Study Area

Neighborhoods

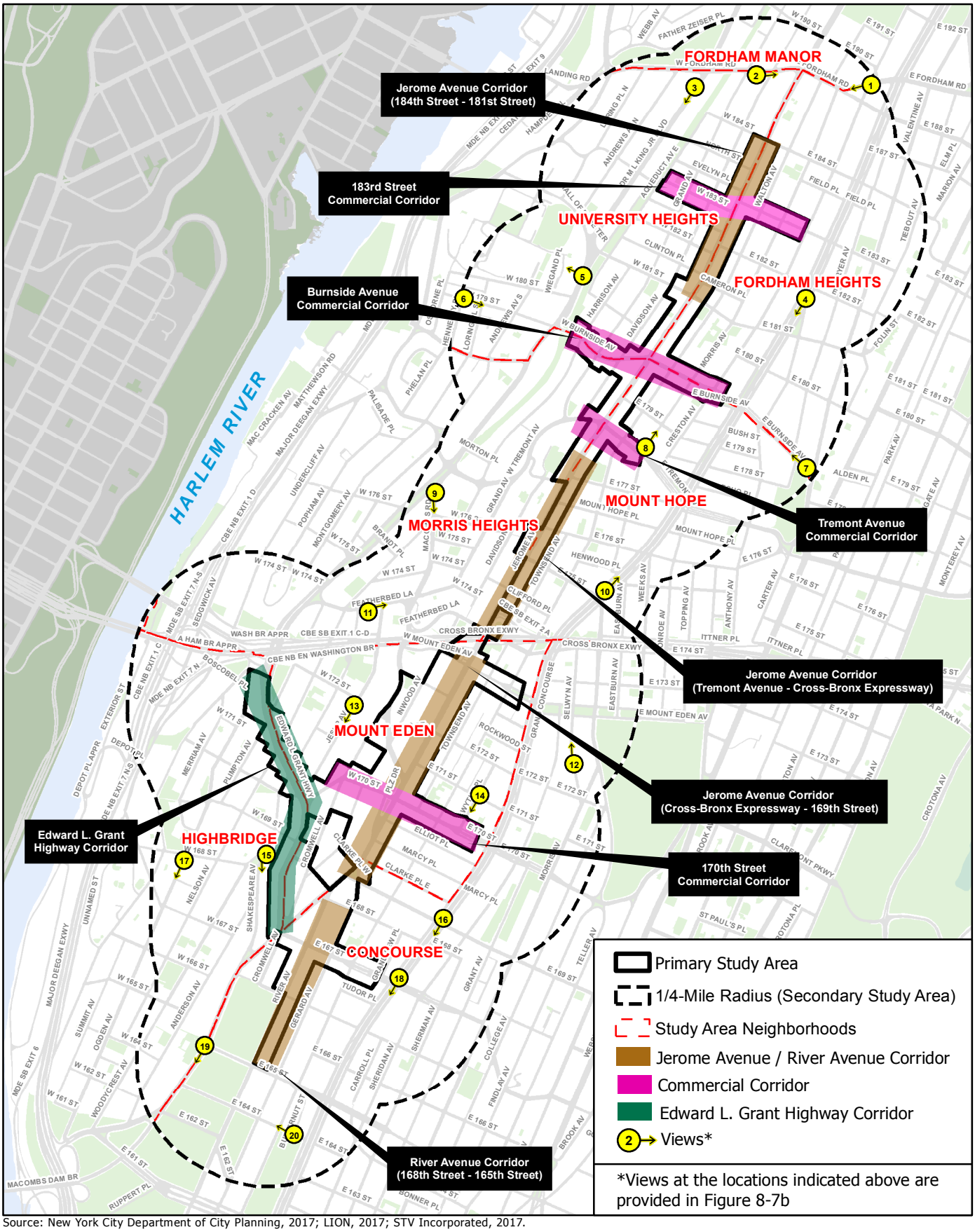
As described in Chapter 2, "Land Use, Zoning, and Public Policy," the secondary study area comprises portions of eight neighborhoods, as shown on previous figures and on Figure 8-7, "Views of the Built Context within the Secondary Study Area." These neighborhoods include Fordham Manor, at the northern end of the secondary study area, and also Fordham Heights and Mount Hope, both to the east of the rezoning area, north of the Cross Bronx Expressway. On the west side of the rezoning area the secondary study area includes the neighborhoods of University Heights and Morris Heights, both north of the Cross Bronx Expressway, as well as a portion of Mount Eden and Highbridge, south of the Cross Bronx Expressway; as described previously in this section, these four neighborhoods to the west of the rezoning area are at elevations generally higher than the rezoning area. A portion of the Concourse neighborhood comprises the remainder of the secondary study area south of the Cross Bronx Expressway, east of the rezoning area and the Mount Hope and Highbridge neighborhoods.

While the Cross Bronx Expressway provides a clear point of physical delineation between neighborhoods directly north (Morris Heights and Mount Hope) and the Highbridge, Mount Eden, and Concourse neighborhoods to the south, the patterns of development are not as clearly differentiated. For example, the neighborhoods east of the rezoning area all share in common, the Grand Concourse, which represents a boulevard developed with a fair degree of urban design consistency (e.g.,. many apartment buildings, with similar bulk, heights, and arrangement along the streetscape) both north of and south of the Cross Bronx Expressway. This development pattern is consistent with the R8 residential zoning district that is widely mapped throughout all these neighborhoods in the secondary study area east of the rezoning. R7-1 zoning is mapped along the easternmost edge of the secondary study area.

The urban design of the neighborhoods to the west of the rezoning area, is in many ways consistent both north and south of the Cross Bronx Expressway for having topographical variation, and consequently, irregularities in street patterns and block formations, as described previously in this section. As with the secondary study area to the east, the portions of the neighborhoods comprising the secondary study area to the west are zoned residential, though with a broader range of lower density residential zones – R5, R6, and R7-1 – as well as a few areas of C8-1 and C8-3 zoning. (M1-1 and M2-1 is

mapped further west, outside the secondary study area, west of the Major Deegan Expressway, along the Harlem River.)

Following are representative views of the urban design context of the secondary study area; vantage points are shown on Figure 8-7, “Views of the Built Context within the Secondary Study Area.”



Source: New York City Department of City Planning, 2017; LION, 2017; STV Incorporated, 2017.

N

0 0.25 0.5 Mile

Figure 8-7a

EXISTING VIEWS OF THE BUILT CONTEXT WITHIN THE SECONDARY STUDY AREA



1. View west on East Fordham Road



2. View east on West Fordham Road



3. View south on University Avenue from East Fordham Road



4. View south on Grand Concourse from East 182nd Street

EXISTING VIEWS

Source: STV Incorporated, 2017.

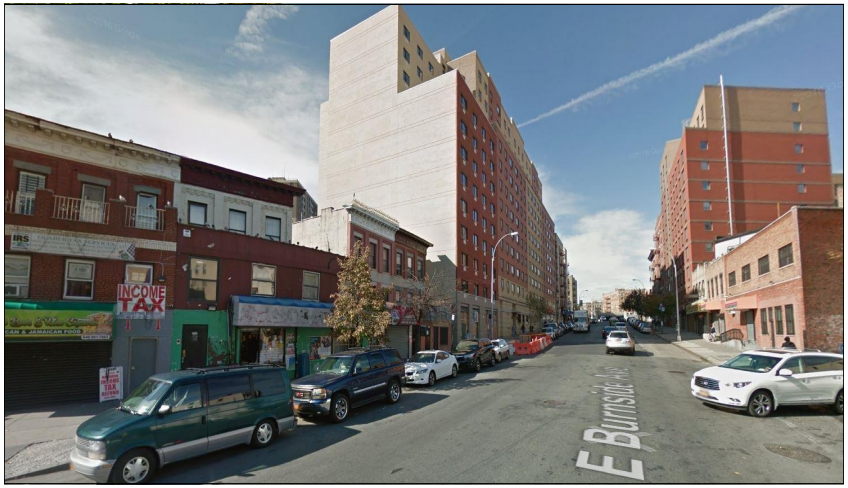
Figure 8-7b



5. View of Bronx Community College entrance from University Avenue



6. View east on West Burnside Avenue from Hennessy Place



7. View west on East Burnside Avenue from Valentine Avenue



8. View north on Morris Avenue from East Tremont Avenue

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-7b



9. View south on Macombs Road from Dr. MLK Jr. Blvd



10. View north on Grand Concourse from East 175th Street



11. View east on Featherbed Lane



12. View north on Selwyn Avenue toward Mt Eden Pkwy

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-7b



13. View south on Jesup Avenue from 172nd Street



14. View south on Wythe Place from 170th Street



15. View south on Shakespeare Avenue from West 168th Street



16. View south on Grand Concourse near East 169th Street

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-7b



17. View south on Ogden Place from West 168th Street



18. View west on East 167th Street from Grand Concourse



19. View south on Jerome Avenue near East 165th Street



20. View of intersection of Walton Avenue and East 164th Street

EXISTING VIEWS

Source: STV Incorporated, 2017.

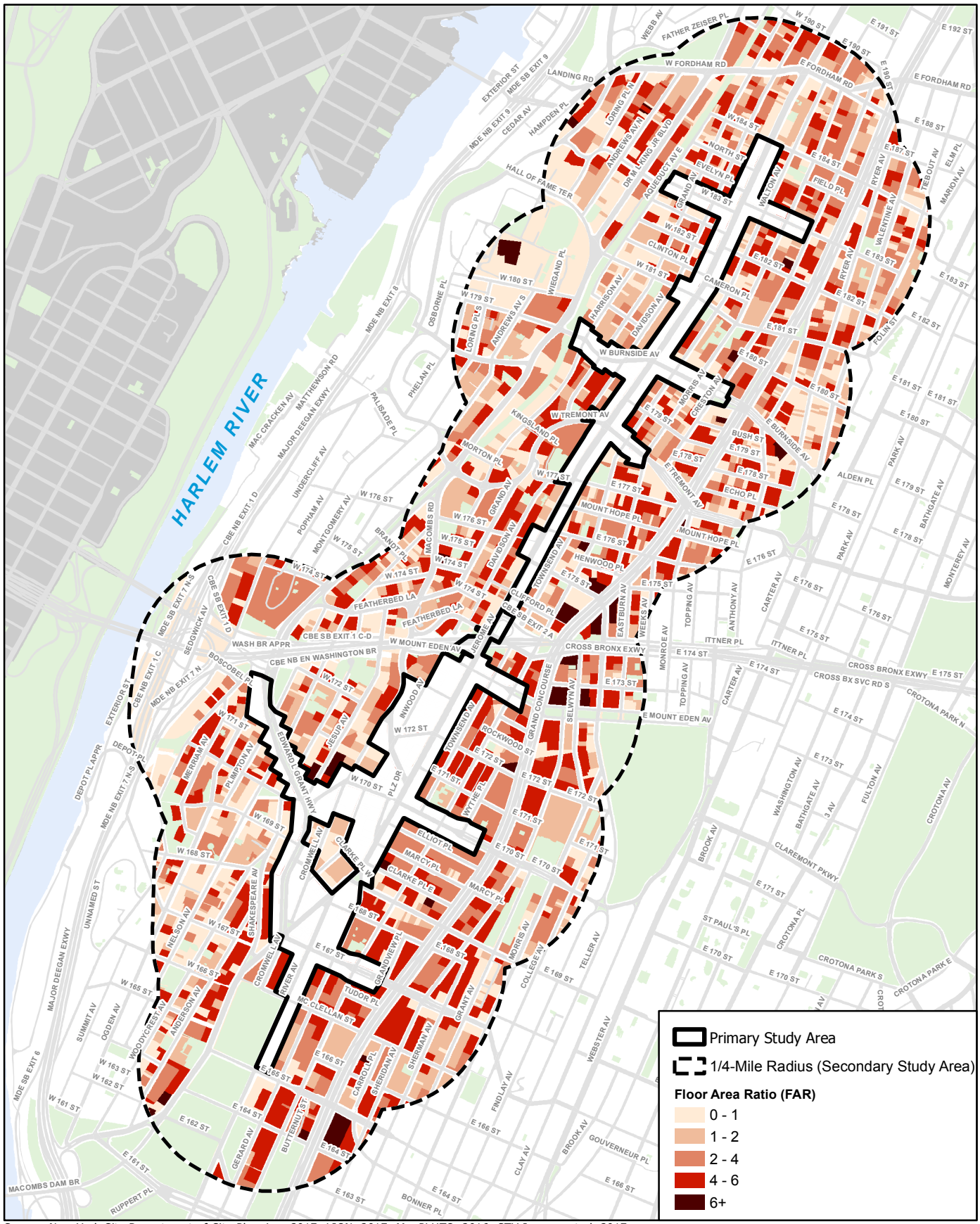
Figure 8-7b

As shown on Figure 8-8, “Existing Density within the Secondary Study Area (FAR),” the secondary study area comprises many lots built out to FARs greater than 2.0 (compared to the FARs that are generally lower than 2.0 along Jerome Avenue in the primary study area). In most cases the FAR is more than 4.0.

As shown on Figure 8-9, “Existing Building Heights within the Secondary Study Area,” throughout the secondary study area most lots have buildings constructed at heights greater than four stories (compared to the more common one- and two-story buildings in the primary study area). Many lots throughout the secondary study area, particularly in the Concourse neighborhood comprising the southeastern portion of the study area, have buildings with heights of 7-12 stories and taller.

Although there are some exceptions, as shown on previous Figure 8-6, “Building Footprints and Streetwall within the Primary and Secondary Study Areas (North),” many of the buildings throughout the secondary study area neighborhoods have smaller footprints than those buildings in the primary study area, largely corresponding to the residential and commercial development that characterizes many of these neighborhoods. Also, with the notable exception of some institutional uses, such as Bronx Community College and the less intensely developed Highbridge area, most of the streetscapes are defined by fairly consistent streetwalls.

As described in Chapter 2, “Land Use, Zoning, and Public Policy,” a portion of the Fordham Road Business Improvement Districted (BID) includes parts of East Fordham Road, in the Fordham Manor and Fordham Heights neighborhoods, at the northernmost edge of the secondary study area. The Fordham Road BID is a non-profit organization that focuses on sanitation, marketing and promotions and capital improvement projects; the BID provides street cleaning (and snow removal) services seven days a week, graffiti removal for street furniture, and community beautification projects, including tree plantings, banner installation and annual holiday lighting. In addition, a portion of the 161st Street BID is located at the southernmost edge of the secondary study area along East 161st Street, in the Concourse neighborhood, in the vicinity of Yankee Stadium. The BID provides cleaning services, such as sweeping the gutters, cleaning graffiti and removing ice and snow from crosswalks.



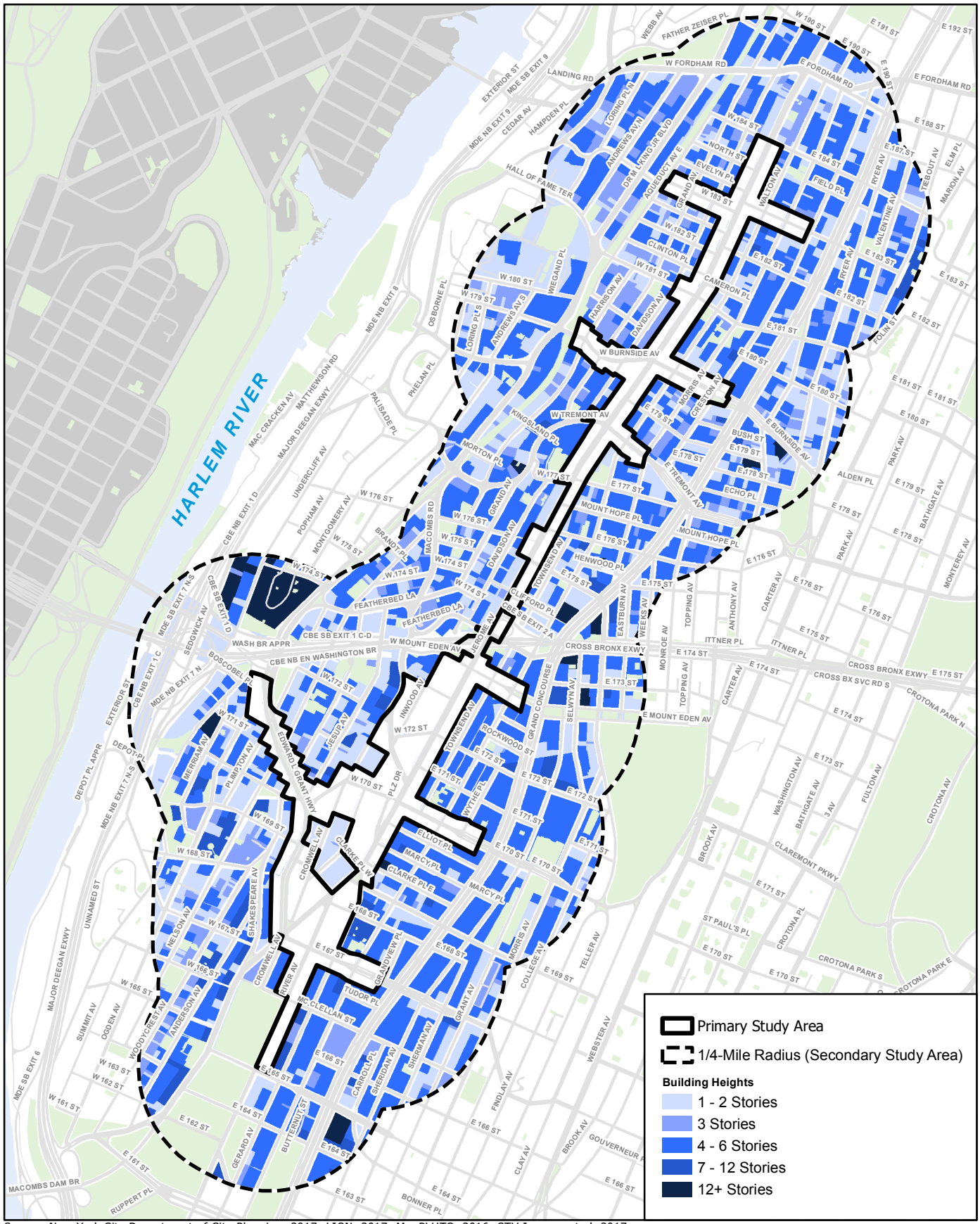
Source: New York City Department of City Planning, 2017; LION, 2017; MapPLUTO, 2016; STV Incorporated, 2017.

N

0 0.25 0.5 Mile

Figure 8-8

EXISTING DENSITY IN SECONDARY STUDY AREA (FAR)



Source: New York City Department of City Planning, 2017; LION, 2017; MapPLUTO, 2016; STV Incorporated, 2017.

N

0 0.25 0.5 Mile

Figure 8-9

EXISTING BUILDING HEIGHTS IN SECONDARY STUDY AREA

The Future without the Proposed Actions (No-Action Condition)

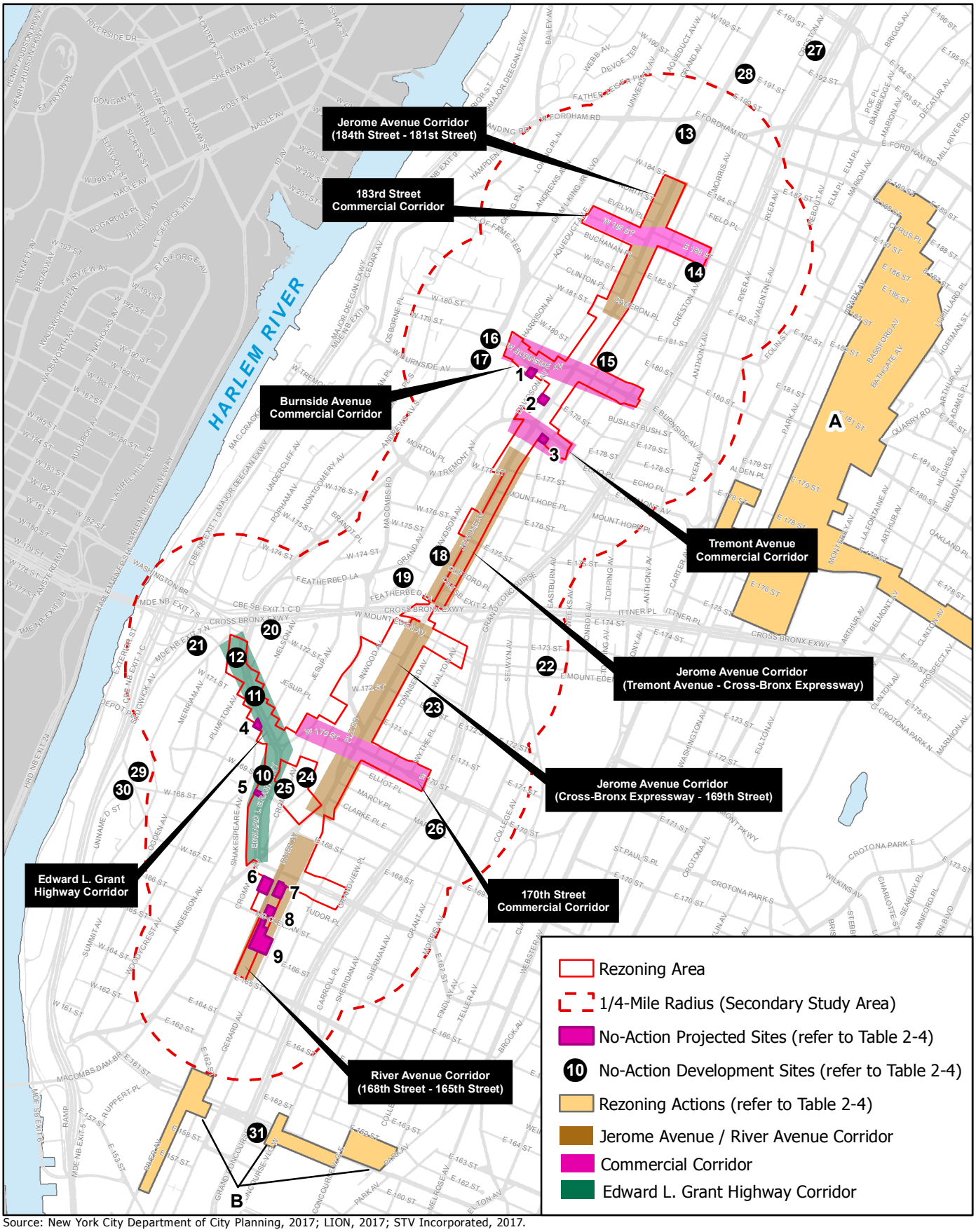
As described following, and in greater detail in Chapter 2, "Land Use, Zoning, and Public Policy," 26 No-Action developments (i.e., the development that is expected to occur in the future without the Proposed Actions) are expected to be developed within the primary and secondary study areas.

The following summary description of No-Action development projects is intended to represent aspects changes to the urban design in the primary study area and its vicinity. Please refer to Figure 8-10, "No-Action Development within the Primary and Secondary Study Areas," for a map illustrating the locations of the No-Action developments described following, in this section. The locations of these No-Action developments are shown and described relative to the primary study area corridors and the neighborhood areas comprising the secondary study area. (Please refer to Chapter 2, "Land Use, Zoning, and Public Policy," for detailed descriptions of No-Action projects considered in this EIS.)

In addition, 3-D computer model renderings of these No-Action sites are provided on Figure 8-11, "No-Action Development within the Primary and Secondary Study Areas – 3-D Model."

In the future without the Proposed Actions, there will be nine sites developed within the rezoning area that comprise properties also identified as projected development sites in the RWCDS for the Proposed Actions. In addition, there will be another 13 No-Action developments occurring within the relatively narrow delineation of the primary study area (e.g., the proposed rezoning area), or substantially contiguous to it (i.e., just outside the rezoning area but adjacent to it, or otherwise within approximately one block of it). As such, the No-Action developments will be relatively concentrated within or near the primary study area (22 No-Action sites will be located within or substantially contiguous to the rezoning area, out of the 26 sites identified, in total, within the primary and secondary study areas, combined).

Therefore, for the purposes of presenting the No-Action conditions in a manner that most clearly and concisely represents the entirety of the urban design context comprising the primary study area, any No-Action development that will occur substantially contiguous to the rezoning area is discussed in this analysis as a component of the urban design of the corresponding primary study area corridor (even if technically outside the rezoning area). Describing these No-Action developments as part of the primary study area corridors, allows for the No-Action urban design conditions of the primary study area to be presented fully and coherently, so as to allow for direct assessment of potential effects associated with the Proposed Actions related to urban design of these corridors. The other four No-Action developments that will not be substantially contiguous to the primary study area corridors, and which therefore will not relate to the primary study area directly, are described separately in the discussion of No-Action development in the secondary study area.



Source: New York City Department of City Planning, 2017; LION, 2017; STV Incorporated, 2017.

N

0 0.25 0.5 Mile

Figure 8-10

NO-ACTION DEVELOPMENT SITES IN THE PRIMARY & SECONDARY STUDY AREAS

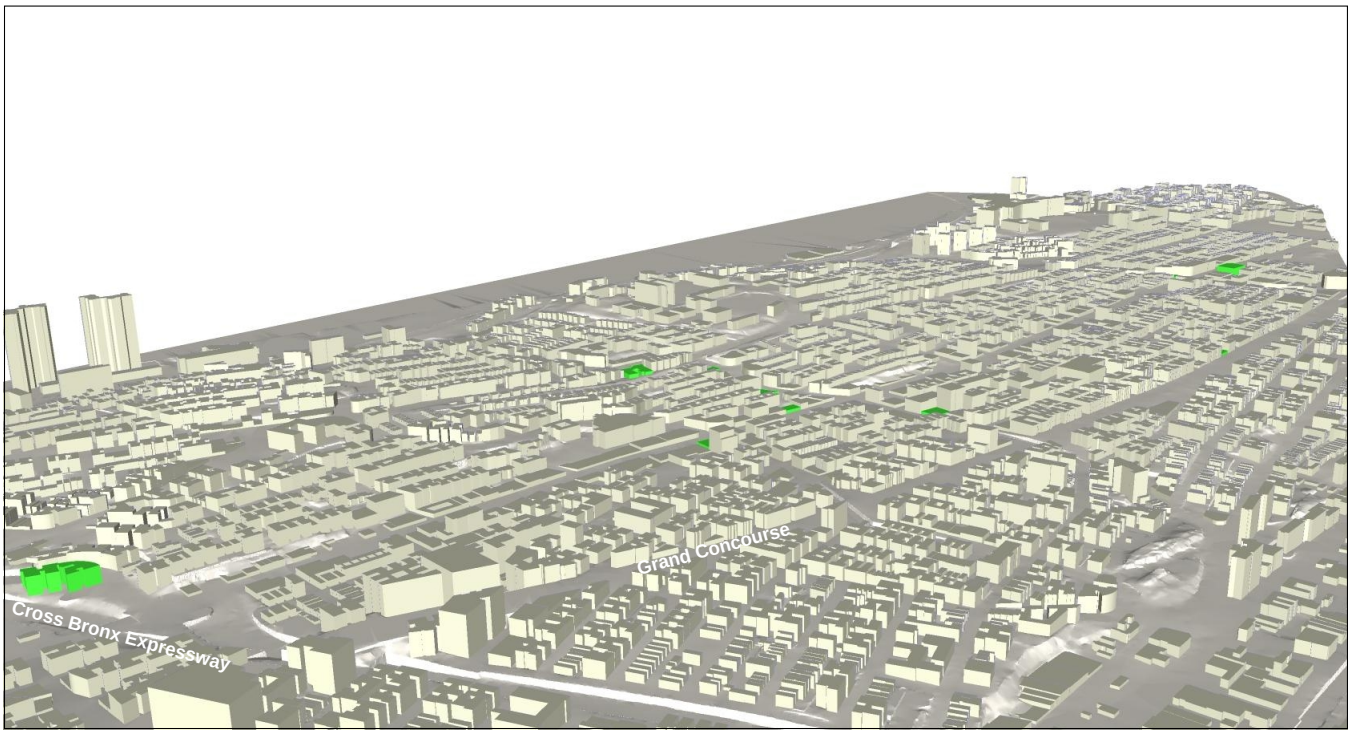


Figure 8-11a No-Action Development within the Primary and Secondary Study Areas - 3-D Model (North)
No-Action Development Sites

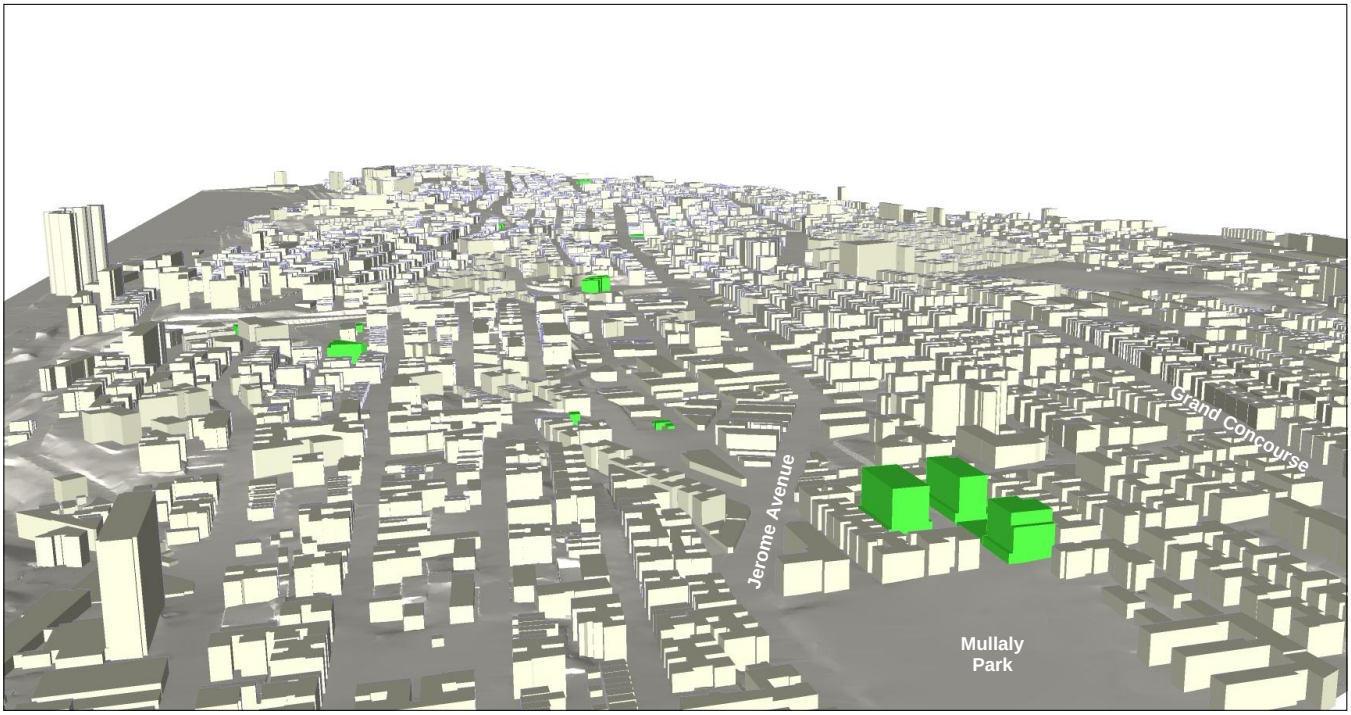


Figure 8-11b No-Action Development within the Primary and Secondary Study Areas - 3-D Model (South)
No-Action Development Sites

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figures 8-11a & 8-11b

NO-ACTION DEVELOPMENT IN THE PRIMARY & SECONDARY STUDY AREAS - 3D MODELS

Primary Study Area (Rezoning Area)

No-Action Development Sites

Jerome Avenue Corridor (184th Street – 181st Street)

None of the projected or potential development sites identified within this corridor are expected to be developed in the future without the Proposed Actions. However, two other No-Action developments (not comprising projected or potential development sites) will be located within this portion of the primary study area (see previous figures 8-10 and 8-11 for No-Action development):

- **No-Action development Site 14** at 2264 Morris Avenue (and East 183rd Street) (just outside of but contiguous to the rezoning area) will be a mixed-use residential/community facility (transitional housing) building. It is expected to be approximately 10[2] stories tall.
- **No-Action development Site 15** at 2065 Walton Avenue (and East Burnside Avenue) – just outside primary study area in Fordham Heights will be a residential development. It is expected to be approximately 10 stories tall.

The development of these two sites within this corridor, and in its immediate vicinity, in the future without the Proposed Actions will not constitute substantial alteration of the existing development pattern; as such, the urban design conditions of this corridor in the future without the Proposed Actions are generally expected to resemble existing conditions.

Jerome Avenue Corridor (Tremont Avenue – Cross Bronx Expressway)

None of the projected or potential development sites identified within this corridor are expected to be developed in the future without the Proposed Actions. However, two other No-Action developments (not comprising projected or potential development sites) will be located within this portion of the rezoning area (or substantially contiguous to it) (see previous figures 8-10 and 8-11 for No-Action development):

[2] Heights of buildings expected in the No-Action condition based on information provided by the Department of City Planning, 2017; in the three cases where heights are not provided (No-Action development sites 11, 19, and 25), such information is not available at the time of this analysis, but given the overall pattern of development scattered throughout the analysis, and considered together with the heights of No-Action buildings that are known at this time (expected to range in height from five stories to 12 stories), these few No-Action buildings would not be expected to represent substantial changes to the established development context of the Proposed Actions.

- **No-Action development Site 18** at 1665 Jerome Avenue – just outside of/adjacent to the primary study area in Morris Heights, but part of the Jerome Avenue corridor, will be a residential building. It is expected to be approximately five stories tall.

- **No-Action development Site 19** at 29 Featherbed Lane – just outside of/adjacent to the primary study area in Morris Heights, but part of the Jerome Avenue corridor, will be a residential building. (The expected height of this building is not available at the time of this analysis.)

The development of two sites within this corridor, and in its immediate vicinity, in the future without the Proposed Actions will not constitute substantial alteration of the existing development pattern; as such, the urban design conditions of this corridor in the future without the Proposed Actions are generally expected to resemble existing conditions.

Jerome Avenue Corridor (Cross Bronx Expressway – 169th Street)

None of the projected or potential development sites identified within this corridor are expected to be developed in the future without the Proposed Actions. However, two other No-Action developments (not comprising projected or potential development sites) will be located within this portion of the rezoning area (or substantially contiguous to it) (see previous figures 8-10 and 8-11 for No-Action development):

- **No-Action development Site 24** at 1337 Inwood Avenue will be a new community center (community facility use) that will be located just outside primary study area, within the area that would not be part of the rezoning area, i.e., the area between this segment of the Jerome Avenue corridor (to the east) and the Edward L. Grant Highway corridor (to the west, described following, in this section), south of the 170th Street corridor (also described following, in this section). It is expected to be approximately four stories tall.

- **No-Action development Site 25** at 1302 Edward L. Grant Highway will be a new commercial buildings that will be located just outside primary study area, within the area that would not be part of the rezoning area, i.e., the area between this segment of the Jerome Avenue corridor (to the east) and the Edward L. Grant Highway corridor (to the west, described following, in this section), south of the 170th Street corridor (also described following, in this section). (The expected height of this building is not available at the time of this analysis.)

Altogether, the No-Action development occurring within this corridor, and in its immediate vicinity, in the future without the Proposed Actions, will not constitute substantial alteration of the existing development pattern; as such, the urban design conditions of this corridor in the future without the Proposed Actions are generally expected to resemble existing conditions.

River Avenue Corridor (168th Street – 165th Street)

Four of the projected development sites identified within this corridor are expected to be developed in the future without the Proposed Actions:

- **Projected Development Site 41** (indicated as **No-Action Development Site 6** on Figure 8-10 and in Chapter 2) will be developed as a mixed-use residential/commercial (retail) building. It is expected to be approximately twelve stories tall.
- **Projected Development Site 42** (indicated as **No-Action Development Site 7** on Figure 8-10 and in Chapter 2) will be developed as a mixed-use residential/commercial (retail) building. It is expected to be approximately twelve stories tall.
- **Projected Development Site 44** (indicated as **No-Action Development Site 8** on Figure 8-10 and in Chapter 2) will be developed as a mixed-use residential/commercial (retail) building. It is expected to be approximately twelve stories tall.
- **Projected Development Site 45** (indicated as **No-Action Development Site 9** on Figure 8-10 and in Chapter 2) will be developed as a residential building. It is expected to be approximately twelve stories tall.

No other No-Action development sites have been identified within this corridor or its immediate vicinity.

Altogether, the development occurring within this corridor, and in its immediate vicinity, in the future without the Proposed Actions, this No-Action development will not constitute substantial alteration of the existing development pattern, but rather will reinforce the existing pattern of taller buildings located in this corridor (compared to other parts of the primary study area); as such, the urban design conditions of this corridor in the future without the Proposed Actions are generally expected to resemble existing conditions.

Burnside Avenue Commercial Corridor

Two of the projected or potential development sites identified within this corridor are expected to be developed in the future without the Proposed Actions:

- **Projected Development Site 10** (indicated as **No-Action Development Site 1** on Figure 8-10 and in Chapter 2) will be developed as a new mixed-use residential/commercial (FRESH supermarket). It is expected to be approximately seven stories tall.
- Also, just to the south, along 179th Street and Jerome Avenue, **Projected Development Site 13** (indicated as **No-Action Development Site 2** on Figure 8-10 and in Chapter 2) will be developed

as a new mixed-use residential/commercial (retail) building. It is expected to be approximately eight stories tall.

Two other No-Action developments (not comprising projected or potential development sites), as shown on Figure 8-10, will occur within this portion of the primary study area (or substantially contiguous to it.

- **No-Action Development Site 16** at 1953 University Avenue will be a new commercial building (local retail), located just outside the primary study area in vicinity of Burnside Avenue at the shared border of University Heights (to the north) and Morris Heights (to the south). It is expected to be approximately three stories tall.

- **No-Action Development Site 17** at 1959 University Avenue, will be a new commercial building (local retail) just outside primary study area in vicinity of Burnside Avenue at the shared border of University Heights (to the north) and Morris Heights (to the south). It is expected to be approximately three stories tall.

Altogether, the No-Action development occurring within this corridor, and in its immediate vicinity, in the future without the Proposed Actions, will not constitute substantial alteration of the existing development pattern; as such, the urban design conditions of this corridor in the future without the Proposed Actions are generally expected to resemble existing conditions.

Tremont Avenue Commercial Corridor

One of the projected or potential development sites identified within this corridor is expected to be developed in the future without the Proposed Actions:

- **Projected Development Site 17** (indicated as **No-Action Development Site 3** on Figure 8-10 and in Chapter 2) will be developed as a new mixed-use residential/commercial (retail) building. It is expected to be approximately eleven stories tall.

No other No-Action development sites have been identified within this corridor.

Although there will be one development occurring within this corridor in the future without the Proposed Actions, this No-Action development will not constitute substantial alteration of the existing development pattern; as such, the urban design conditions of this corridor in the future without the Proposed Actions are generally expected to resemble existing conditions.

170th Street Commercial Corridor

None of the projected or potential development sites identified within this corridor are expected to be developed in the future without the Proposed Actions, and no other No-Action development sites

have been identified within this corridor or substantially contiguous to it. Therefore, the urban design conditions of this corridor in the future without the Proposed Actions are generally expected to resemble existing conditions.

Edward L. Grant Highway Corridor

Two of the projected or potential development sites identified within this corridor are expected to be developed in the future without the Proposed Actions:

- **Projected Development Site 31** (indicated as **No-Action Development Site 4** on Figure 8-10 and in Chapter 2) will be developed as a new house of worship (community facility use). It is expected to be approximately eight stories tall.
- **Projected Development Site 38** (indicated as **No-Action Development Site 5** on Figure 8-10 and in Chapter 2) will be developed as a new residential building. It is expected to be approximately eight stories tall.

Several other No-Action developments (not comprising projected or potential development sites) will be located within this portion of the primary study area (or near it). (See Figure 8-10)

- **No-Action Development Site 10** at 1285 Edward L. Grant Highway, will be a mixed-use building comprising transitional housing and a medical office. It is expected to be approximately five stories tall.
- **No-Action Development Site 11** at 1384 Nelson Avenue (on Edward L. Grant Highway), will be a new commercial building (local retail). (The expected height of this building is not available at the time of this analysis.)
- **No-Action Development Site 12** at 10452 Plimpton Avenue (on Edward L. Grant Highway) will a new mixed-use residential building with a community center (community facility use). It is expected to be approximately eight stories tall.
- **No-Action Development Site 20** at 1450 Plimpton Avenue will be a new residential building, located just outside primary study area, at the northern end of the Edward L. Grant Highway corridor, just south of the Cross Bronx Expressway, where the northeastern corner of the Highbridge neighborhood meets the northwestern corner of the Mount Eden neighborhood. It is expected to be approximately seven stories tall.
- **No-Action Development Site 21** at 1434 Undercliff Avenue, will be a new mixed-use residential building (including transitional housing, e.g., community facility use). It will be located just outside primary study area, at the northern end of the Edward L. Grant Highway corridor, just south of the Cross Bronx Expressway, where the northeastern corner of the Highbridge

neighborhood meets the northwestern corner of the Mount Eden neighborhood. It is expected to be approximately seven stories tall.

Altogether, the development occurring within this corridor in the future without the Proposed Actions, this No-Action development will not constitute substantial alteration of the existing development pattern, but rather will reinforce the existing pattern of taller buildings located in this corridor (compared to other parts of the primary study area); as such, the urban design conditions of this corridor in the future without the Proposed Actions are generally expected to resemble existing conditions.

Summary – Primary Study Area

As described previously for each of the corridors comprising the primary study area, in the future without the Proposed Actions there will be a total of nine No-Action developments, comprising sites identified as projected development sites (per the RWCDS) within the primary study area. Three of these projected development sites will be developed in the vicinity of Burnside Avenue, Tremont Avenue, and the portion of Jerome Avenue between them; four of these projected development sites will be developed in the vicinity of River Avenue; and two of these projected development sites will be developed in the vicinity of Edward L. Grant Highway. In addition to these nine projected development sites, all of which are located within the rezoning area (primary study area), there will be 13 other No-Action developments within or substantially contiguous to the corridors comprising the primary study area (10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 24, and 25).

In the future without the Proposed Actions, the Burnside Avenue and Tremont Avenue commercial corridors, as well as the portion of Jerome Avenue between them will become further defined as commercial corridors, but with the inclusion of new residential development, as well. No-Action projects that will contribute to the urban form of this area, and likely also to the character of their respective streetscape frontages include two new commercial buildings and three mixed-use residential/commercial buildings. In addition, a new residential building will be constructed in the same general area, just north of Burnside Avenue on Walton Avenue (just east of Jerome Avenue).

Several No-Action developments will contribute further to the mix of uses and building types present throughout the Edward L. Grant Highway corridor, including a house of worship and a residential building centrally within the corridor and three new buildings at its northwestern end, including one new residential building and two buildings with residential and community facility mix. In the future without the Proposed Actions, the Edward L. Grant Highway corridor will be substantially redeveloped at its southeastern end, where it meets the Jerome Avenue corridor (about two blocks north of the River Avenue corridor). No-Action developments in this location will include a mixed-use residential/office/community facility building and a new residential building, both on Edward L. Grant Highway. In addition, two No-Action developments, including a new community center building and a

new commercial building (office and warehousing) will be constructed on in the M1-2 area that is excluded by the rezoning area; this new development, in particular, likely will establish the appearance of connectivity between the Edward L. Grant Highway and Jerome Avenue corridors, on the west side of the elevated 4-train. Generally, it is expected that each of these No-Action developments will contribute to the urban form of this area, and likely also to the character of their respective streetscape frontages.

The development of the four No-Action projects in the River Avenue corridor will also establish a considerable concentration of residential and commercial uses in the vicinity of Mullaly Park at the southern end of the primary study area, with new construction concentrated on River Avenue, on the block north and the block south of McClellan Street. These No-Action developments will include three mixed-use residential/commercial buildings and one residential building, which in this concentration will redefine the urban form of this portion of the corridor area, and likely also improve the character of their respective streetscape frontages.

Thus, in the future without the Proposed Actions, there will be some notable change to urban design and streetscape appearance in two broadly defined portions of the primary study area – somewhat near the northern end of the primary study area, in the vicinity of Burnside Avenue and Tremont Avenue corridors, and in the southern and southwestern extent of the primary study area. Though the concentration of No-Action developments in the River Avenue corridor will be several blocks from the southernmost concentration of uses between the Edward L. Grant Highway and Jerome Avenue corridors, considered all together, these No-Action developments will contribute to a substantial concentration of new development at the southern end of the primary study area in the future without the Proposed Actions. In addition, as described, there will be two new commercial developments along the west side of Jerome Avenue, a couple of blocks north of the Cross Bronx Expressway, which will be adjacent to the rezoning area and contribute to the commercial character, urban design and streetscape of an approximately two-block portion of the Jerome Avenue corridor.

The changes to urban design and streetscape likely will be perceptible to the pedestrians in these areas of the primary study area where No-Action development will be relatively concentrated (such as in the River Avenue corridor). The overall pattern of expected No-Action development, however, generally will be scattered throughout the length of the primary study area corridor. The types of uses associated with the No-Action developments (multiple residential and/or commercial uses, as well as some community facilities) will be similar to existing uses and building typologies in the primary study area. The heights of No-Action buildings known at this time (expected to range in height from five stories to 12 stories), also will be similar to existing buildings in the area. Therefore, these No-Action developments will not be expected to represent substantial changes to the established development context of the Proposed Actions. The overall urban design of the primary study area, including building types, bulk, and height, as well as the conditions of properties that will not be directly changed by the

expected No-Action development, and character of streetscapes throughout all corridors in the future without the Proposed Actions, will generally resemble existing conditions.

Secondary Study Area

No-Action Development Sites

There will be four other No-Action development sites located within the ¼-mile secondary study area, in addition to thirteen nine No-Action development sites noted previously with regard to the primary study area corridors near which they will be developed (No-Action Development Sites 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 24, and 25). These other four No-Action development sites in the secondary study area, are shown on Figure 8-10 and include:

- **No-Action Development Site 13**, which will be a mixed use commercial (local retail) and pre-K school, at 2429 Jerome Avenue, in the vicinity of the intersection of Jerome Avenue and Fordham Road (north of the primary study area) at the nexus of three neighborhoods: Fordham Manor to the north; Fordham Heights to the east; and University Heights to the west. It is expected to be approximately six stories tall.

- **No-Action Development Site 22** at 235 Mount Eden Parkway, will be a new residential building at the eastern edge of the secondary study area in the northern portion of the Concourse neighborhood. It is expected to be approximately nine stories tall.

- **No-Action Development Site 23** at 111 East 172nd Street, will be a new residential building, just west of the Grand Concourse, at the eastern edge of the Mount Eden neighborhood. It is expected to be approximately 13 stories tall.

- **No-Action Development Site 26** at 201 Marcy Place will be a new residential building, located beyond the easternmost extent of the 170th Street commercial corridor, just east of the Grand Concourse, in the Concourse neighborhood. It is expected to be approximately nine stories tall.

Beyond the Secondary Study Area

As described in Chapter 2, "Land Use, Zoning, and Public Policy," and as shown on Figure 8-10, there are five other No-Action developments expected in the future without the Proposed Actions, which will be located in parts of the secondary study area neighborhoods – though more than ¼-mile from the rezoning area (and therefore not part of the urban design study area); among these are:

- **No-Action Development Sites 27** (a residential building) **and 28** (mixed use residential building with daycare) in Fordham Manor and;

- A previously approved rezoning action (**Third Avenue/Tremont Avenue Rezoning**) that will be leading to new development in the vicinity of Third Avenue and East Tremont Avenue, partly within the Fordham Heights and Mount Hope neighborhoods;
- **No-Action Development Sites 29 and 30** (both residential buildings) in the Highbridge neighborhood; and
- A previously approved rezoning action (**161st Street/River Avenue Rezoning**) that will be leading to new development in the vicinity of East 161st Street, partly within the Highbridge and Concourse neighborhoods (and No-Action development site 31, in the same part of Concourse).

Summary – Secondary Study Area

None of the above No-Action developments will alter the general pattern of development in the secondary study area in any way substantial enough to effect a change to any aspect of urban design. The neighborhood areas comprising the secondary study area will remain similar to existing conditions with regard to their characteristic land uses, building types, densities, and overall urban form. The changes to urban design and streetscape likely will be perceptible to the pedestrians in the immediate vicinity of each No-Action buildings. The overall pattern of expected No-Action development in the secondary study area (excluding those concentrated near the rezoning area and discussed previously as part of the primary study area), however, generally will be one of limited new construction distributed throughout the secondary study area.

The types of uses associated with these No-Action developments in the secondary study area (residential and/or commercial uses, as well as some community facilities) will be similar to existing uses and building typologies in the secondary study area. The heights of the No-Action buildings known at this time (expected to range in height from five stories to 13 stories), also will be similar to existing buildings in the study area.

Therefore, these No-Action developments will not represent substantial changes to the established development of the neighborhoods context surrounding the proposed rezoning area. The overall urban design of the secondary study area, including building types, bulk, and height, as well as the conditions of properties that will not be directly changed by the expected No-Action development, and character of streetscapes throughout the secondary study area in the future without the Proposed Actions, generally will resemble existing conditions.

The Future with the Proposed Actions (With-Action Condition)

In this section, With-Action conditions are summarized to relate zoning to those elements of urban design that could be altered with changes in zoning in the primary study area: land use, and building type and form (bulk, height, and arrangement). A detailed assessment, follows, wherein urban design changes resulting with the Proposed Actions are described by location, according to the corridors that comprise the primary study area. Then, the particularities of streetscapes are investigated in detail, specifically to assess whether and to what extent the character of open spaces and historic resources that contribute to the aesthetics of the streetscapes of the primary study currently and in the future without the Proposed Actions will continue to provide aesthetic value with the projected and potential development sites developed. Finally, a summary assessment is provided in order to conclude the assessment of the potential effects of the Proposed Actions to the urban design of the study area considered as a singular entirety.

Primary Study Area (Rezoning Area)

Land Use Types, Zoning Controls, and Urban Form

The Proposed Actions would not introduce land uses that are not already present in the rezoning area, but the Proposed Actions would result in a change in the balance of types of uses within the primary study area. Specifically, as described in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Actions would result in the mapping of high-density residential and commercial areas. Thus, the effect would be the introduction of residential buildings and commercial buildings that would, in terms of built area (both considered in terms of lot area and also in terms of built floor area), be greater with the Proposed Actions than would be the case in the future without the Proposed Actions.

The Proposed Actions would not result in changes to the established street pattern or the block forms; rather, the Proposed Actions would correspond to the existing street pattern and block form. However, the Proposed Actions would result in a change to the urban design throughout the primary study area, particularly along the Jerome Avenue Avenue corridor, with the expected redevelopment of up to 45 projected development sites by the analysis year (2026) and up to 101 potential development sites that, eventually, also may be redeveloped. The redevelopment of these sites with the Proposed Actions would result in notable transformation of the urban design of the recognizable north-south corridors comprising Jerome Avenue and River Avenue, over which the elevated 4-train runs, both by 2026 and in years following.

The development of the 45 projected development sites, alone, would be expected to represent a concentration of residential and commercial land uses, as well as new building typologies; it would also result in development at greater building bulk and height than would be present in the future without

the Proposed Actions. The changes to urban design within the primary study area would represent a continuity in development density, building heights, and residential and commercial uses throughout this corridor that would otherwise not exist in the future without the Proposed Actions.

Therefore, this assessment of the potential effects of the Proposed Action, with regard to urban design, begins with a detailed consideration of the forms of buildings (mass, height, and arrangement on the block) that would be expected with the Proposed Action. Urban design and streetscape conditions are evaluated assuming first that only the projected development sites would be developed (as these are assumed to be under development by the analysis year of 2026), and then also assuming the potential development sites would be developed. In this way, the urban design effects expected to result with the Proposed Actions by the analysis year and through the following decades are considered and evaluated for their potential to constitute significant adverse impacts to urban design.

Proposed Zoning Summary

With-Action conditions are summarized to relate zoning to those elements of urban design that could be altered with changes in zoning in the primary study area: land use, and building type and form (bulk, height, and arrangement). (Please refer to Chapter 1, "Project Description," and Chapter 2, "Land Use, Zoning, and Public Policy," for the detailed discussions of the proposed zoning and the projected and potential development sites.) The Proposed Actions would result in the following zoning throughout the primary study area, as related to the 45 projected development sites and the 101 potential development sites:

- **New commercial zoning (C4-4D)** would be mapped in one area (discussed following this section in the detailed assessment of the Burnside Avenue and Tremont Avenue commercial corridors). Eight projected development sites and 26 potential development sites are mapped with this zoning. Buildings constructed on these sites generally would have heights ranging from about 14 stories to 20 stories (145 feet to 165 feet) in height. Different sites mapped with this zoning generally would have a maximum commercial FAR between 3.0 and 3.4, a maximum residential FAR between 7.0 and 7.2, and a maximum community facility FAR between 6.5 and 7.0.

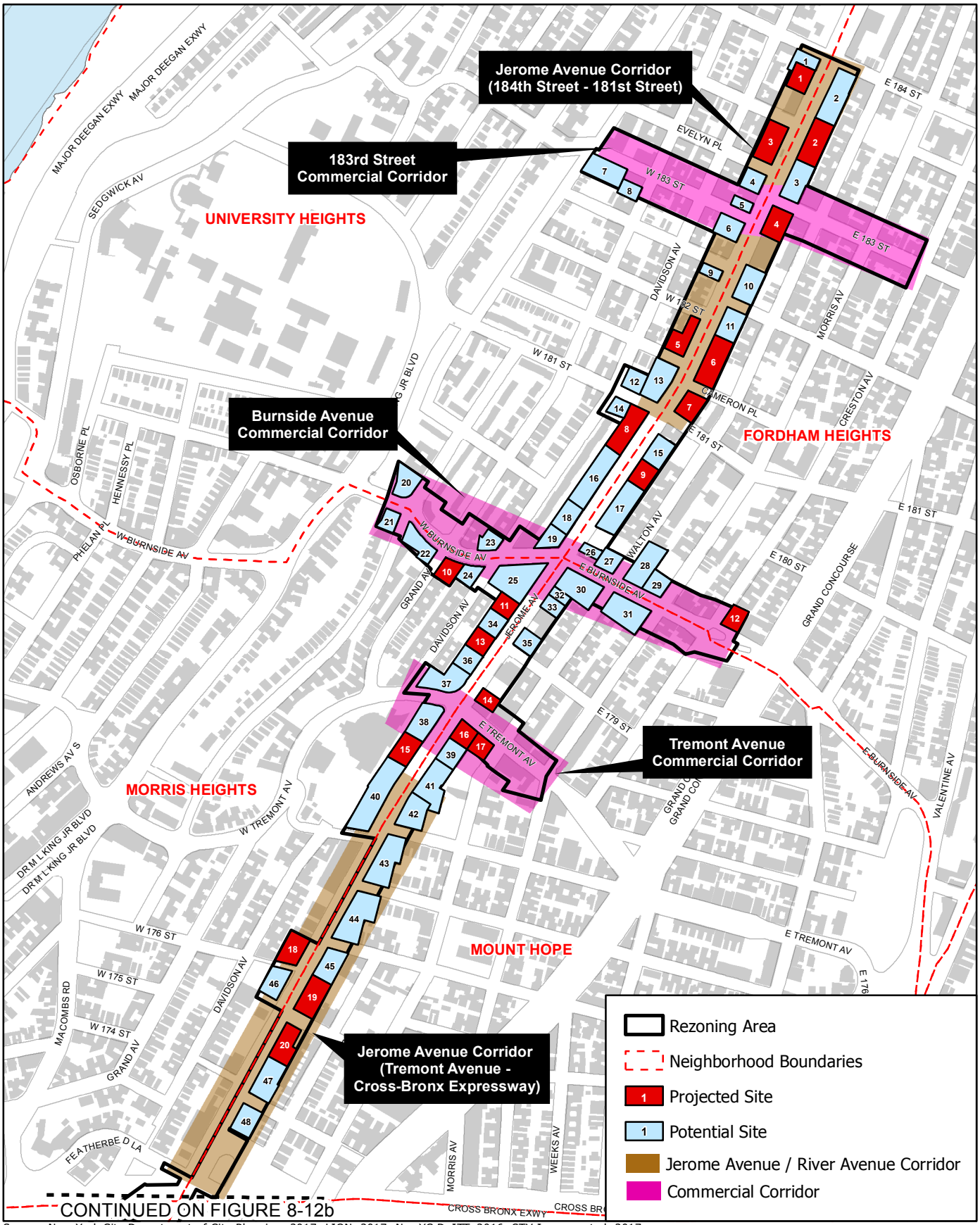
- **New residential zoning (R7A)** would be mapped in three areas (discussed following this section in the detailed assessment of the Jerome Avenue corridors). Thirteen projected development sites and 28 potential development sites are mapped with this zoning. Buildings constructed on these sites generally would have heights ranging from about 9 stories to 11 stories (95 feet to 115 feet) in height. Different sites mapped with this zoning generally would have a maximum commercial FAR of 2.0, a maximum residential FAR of 4.6 at most projected development sites zoned R7A, and a maximum community facility FAR between 4.6 and 5.0.

- **New residential zoning (R8A)** would be mapped in five areas (discussed following this section in the detailed assessment of the Jerome Avenue corridors, River Avenue corridor, East 170th Street corridor and the Edward L. Grant Corridor). Twelve projected development sites and 31 potential development sites are mapped with this zoning. Buildings constructed on these sites generally would have heights ranging from about 14 stories to 16 stories (145 feet to 165 feet) in height. Different sites mapped with this zoning generally would have a maximum commercial FAR of 2.0, a maximum residential FAR between 7.0 and 7.2, and a maximum community facility FAR between 4.0 and 7.0.

- **New residential zoning (R9A)** would be mapped in two areas (discussed following this section in the detailed assessment of the River Avenue corridor and the Edward L. Grant Corridor). Nine projected development sites and 12 potential development sites are mapped with this zoning. Buildings constructed on these sites generally would have heights ranging from about 17 stories to 22 stories (175 feet to 225 feet) in height. Different sites mapped with this zoning generally would have a maximum commercial FAR of 2.0, a maximum residential FAR between 8.5 and 9.0, and a maximum of community facility FAR between 7.5 and 8.0.

- There would be two projected development sites mapped **R8/C2-2** with heights of generally 17-18 stories (175 feet), and FARs of 6.0 for residential, 7.0 for commercial, and 2.0 for community facility uses. There would be one projected development site and two potential development sites mapped **R8** with a height of approximately 20-21 stories (205 feet), and FARs of 6.0 for residential, 7.0 for commercial, and 2.0 for community facility uses. There would be two potential development sites mapped **R7D** with heights of generally 14 stories (145 feet), and FARs of 5.6-6.0 for residential, 4.0-4.2 for commercial, and 2.0 for community facility uses.

See Figure 8-12, "Proposed Actions – Projected and potential development sites," for locations of the Projected and potential development sites in the primary study area. In addition, 3-D computer model renderings are provided as further illustration, with Figure 8-13 (a and b) representing 2026 conditions in the primary study area with all the projected development sites having been fully developed, and Figure 8-14 (a, b, and c) representing the entire primary study area with all projected and also all potential development sites fully developed.



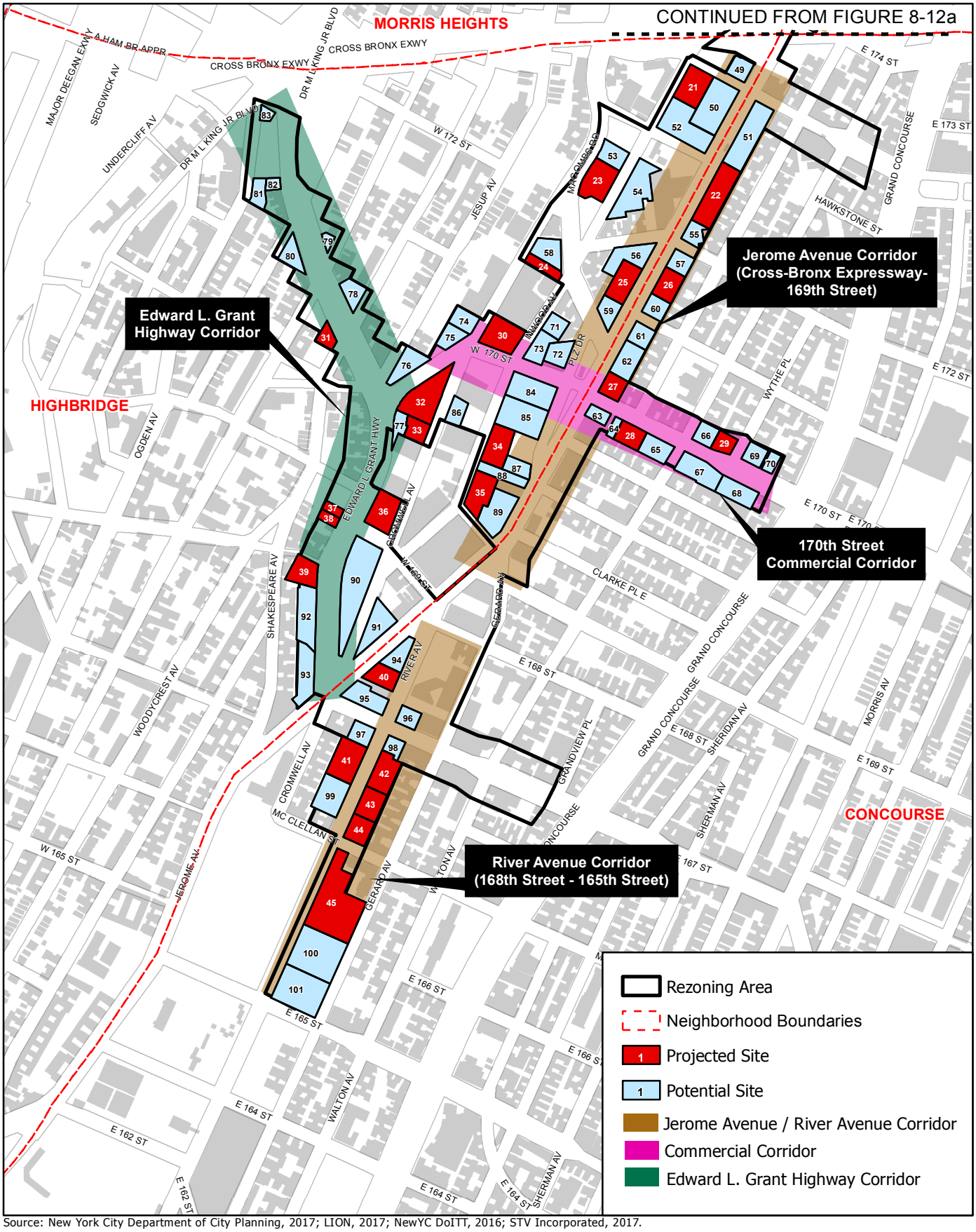
Source: New York City Department of City Planning, 2017; LION, 2017; NewYC DoITT, 2016; STV Incorporated, 2017.

N

0 0.125 0.25 Mile

Figure 8-12a

PROPOSED ACTION - PROJECTED & POTENTIAL DEVELOPMENT SITES (NORTH)



Source: New York City Department of City Planning, 2017; LION, 2017; NewYC DoITT, 2016; STV Incorporated, 2017.

N

0 0.125 0.25 Mile

Figure 8-12b

PROPOSED ACTION - PROJECTED & POTENTIAL DEVELOPMENT SITES (SOUTH)

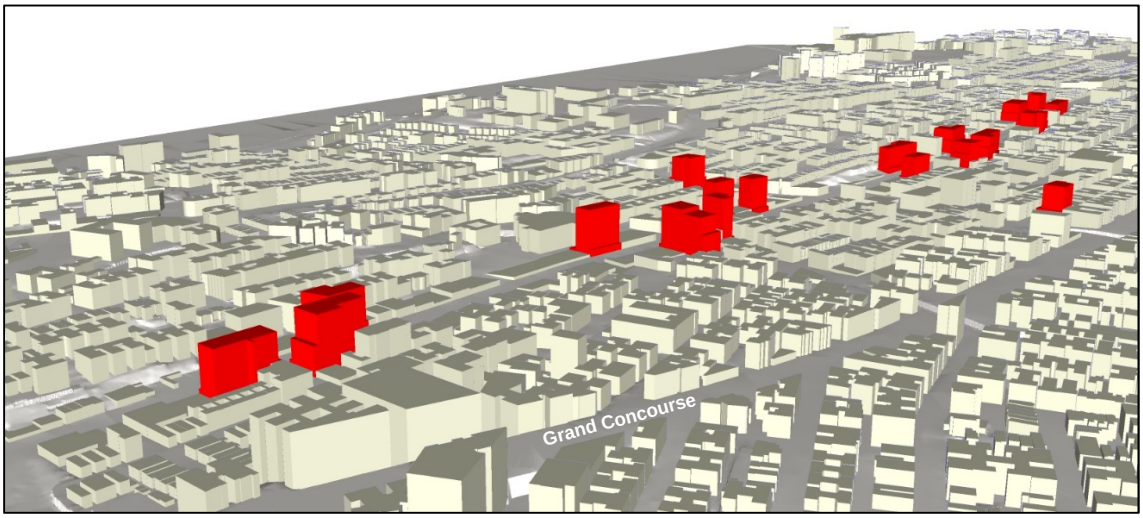


Figure 8-13a Proposed Action – Projected Development Sites 2026 – 3-D Model (North of Cross-Bronx Expressway)

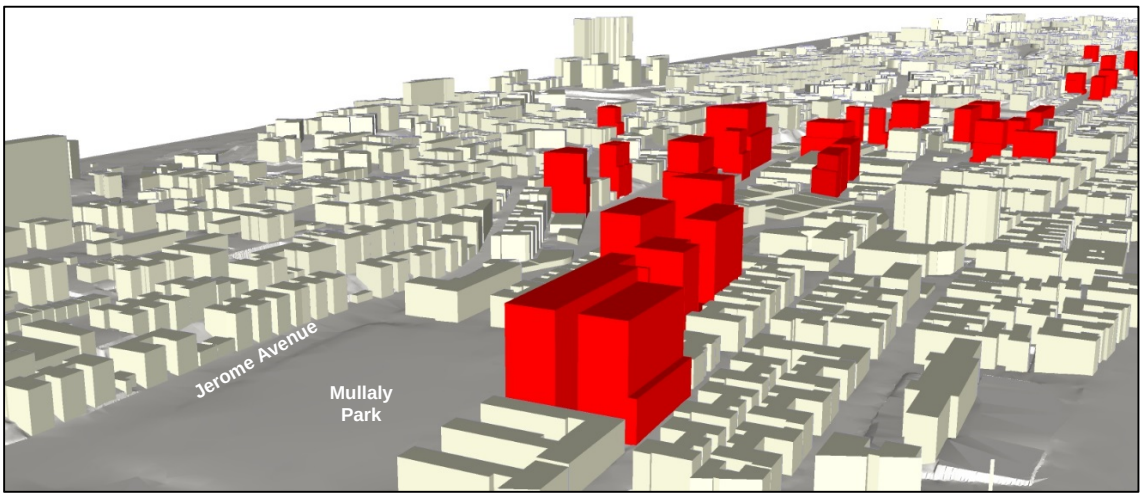


Figure 8-13b Proposed Action Projected Development Sites 2026 – 3-D Model (South of Cross-Bronx Expressway) View 1

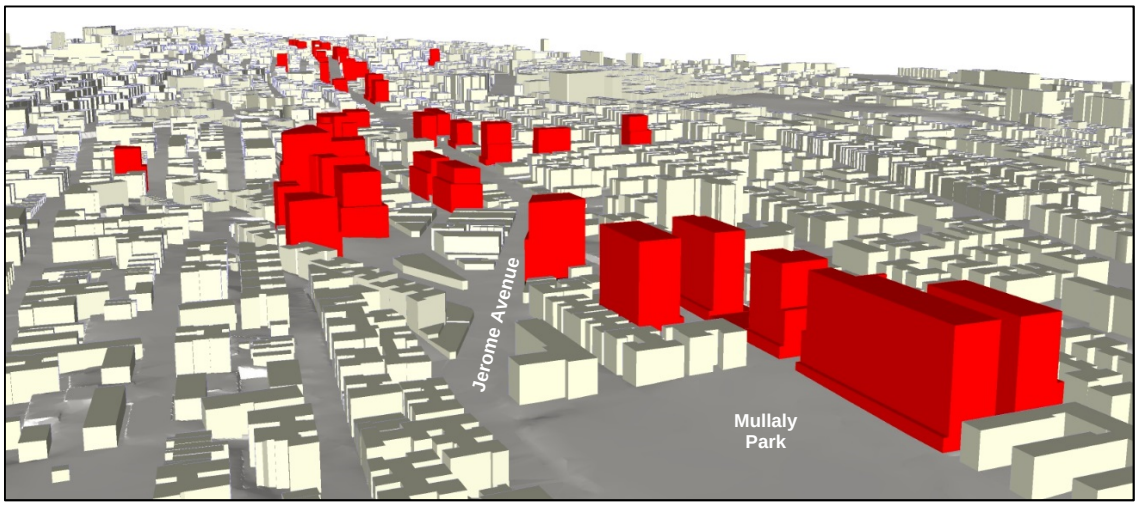


Figure 8-13c Proposed Action Projected Development Sites 2026 – 3-D Model (South of Cross-Bronx Expressway) View 2

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figures 8-13a, 8-13b, & 8-13c

PROPOSED ACTION - PROJECTED DEVELOPMENT SITES 2026

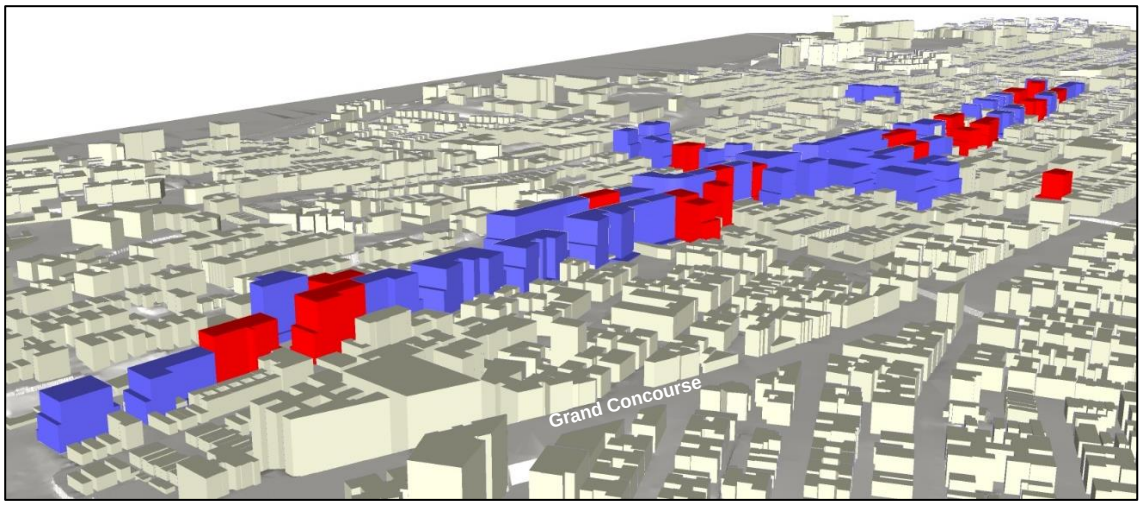


Figure 8-14a Proposed Action – Projected & Potential Development Sites – 3-D Model (North of Cross-Bronx Expressway)

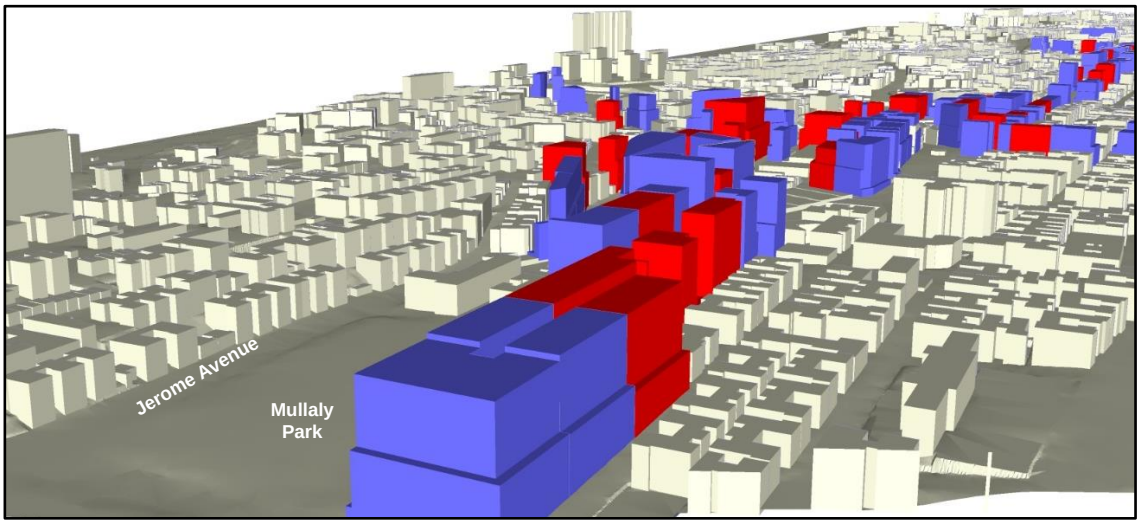


Figure 8-14b Proposed Action – Projected & Potential Development Sites – 3-D Model (South of Cross-Bronx Expressway) View 1

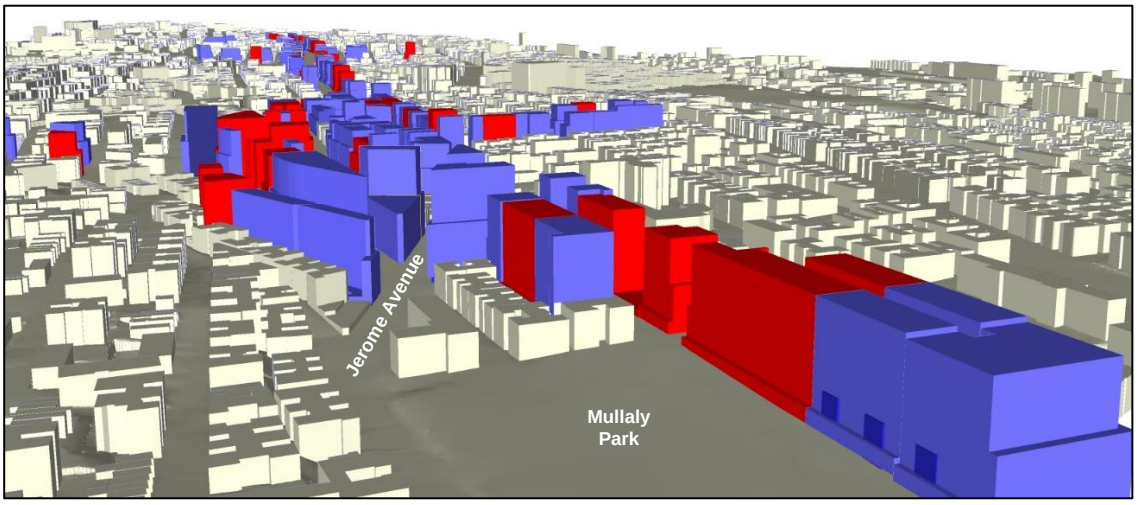


Figure 8-14c Proposed Action – Projected & Potential Development Sites – 3-D Model (South of Cross-Bronx Expressway) View 2

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figures 8-14a, 8-14b, & 8-14c

PROPOSED ACTION - PROJECTED AND POTENTIAL DEVELOPMENT SITES

Primary Study Area Corridors

The resultant urban design attributable to the development of projected and potential development sites throughout the primary study area is described following, according to the corridors that comprise the primary study area. Each of the corridors is described in the With-Action condition, with a summary of effects related to changes in zoning, identification of projected and potential development sites, and the characterization of development expected to occur on the projected development sites in terms of building bulk (FAR) and height, as well as an overall assessment of the changes to urban form that would be expected to result with the Proposed Actions in the respective corridor.

Jerome Avenue Corridor (184th Street – 181st Street, also between 181st Street and Burnside Avenue)

R7A zoning would be mapped along both sides of Jerome Avenue between 184th Street and a point approximately midblock south of 181st Street. This R7A zoning district would be mapped on the east side of Jerome, along most of the block face between East 181st Street and Burnside Avenue (all exception a portion near the intersection of Jerome Avenue with Burnside Avenue), and also along the approximate northern half of the block face on the west side of Jerome Avenue. (The southern half of this same block face would be mapped C4-4D as part of the new district comprising the entirety of the Burnside Avenue commercial corridor, discussed following in this section.) R7A zoning would also be mapped to include both sides of the portion of West 183rd Street, extending about three short blocks to the west of Jerome Avenue, and it would be mapped for the width of one short block between Jerome Avenue on the east and Davidson Avenue on the west, on both sides of West 181st Street.

R8A zoning would be mapped about two and one-half blocks of to the east. Commercial overlay zoning would also apply to most of these same block frontages mapped with these two new residential zones, excluding only that portion of West 181st Street, along Davidson Avenue, that would be mapped with R7A.

New zoning (per the delineation of the rezoning area) would apply only to block sides and ends in this portion of the primary study area, thereby effecting zoning changes within the street corridors of Jerome Avenue and 183rd Street (and at its constituent intersections) at this northern end of the primary study area. The effects of the Proposed Actions would be perceptible to the pedestrian within these two street corridors, specifically with the development of the following projected development sites (and potential development sites, should they be developed as consequence of the Proposed Actions):

- There are nine projected development sites within this corridor, which include: Sites 1 – 9, all located on Jerome Avenue. All nine sites would be zoned R7-A and, as such, the heights of the buildings constructed on these sites would range from nine to 12 stories (95 feet to 115 feet) and the FAR range from 2.0 to 4.6, depending on use.

- None of the projected development sites would be located adjacent to one another, each separated from any other projected development site on the same side of Jerome Avenue by a minimum of approximately one-half block. The projected development sites located nearer one another would be Sites 6 and 7, which would be located directly opposite one another on the north and south sides, respectively, of Cameron Place, on the eastern side of Jerome Avenue.

- There are instances of projected development sites being located in fairly close proximity to one another but on opposite sides of Jerome Avenue (Sites 1, 2, 3, and 4; Sites 5 and 6; and Sites 7, 8, and 9). Generally, in the vicinity of the elevated 4-Train line, the midblock pedestrian views from one side of Jerome Avenue to the other, are limited by the overhead tracks and the support structures located in Jerome Avenue; as a result the pedestrian is afforded direct views across the street to the first and second floors of buildings, and oblique views –which though more interrupted by the vertical support structures, may include upper stories or more distant buildings. Therefore, the similar views in the future with the Proposed Actions would be similarly limited; however, it is likely that passengers aboard the 4-train, though moving at rapid speeds, would perceive a different urban form than would be present in the future without the Proposed Actions, with buildings constructed on the projected development sites in this area generally ranging from 95 feet to 115 feet in height – and therefore directly within view of the passenger.

- There are 17 potential development sites within this corridor include: Sites 1 – 6 and 9 – 15 would be located on Jerome Avenue; 12 and 14 would be located opposite one another on the north and south sides the of West 181st Street, respectively, west of Jerome; in addition, Sites 7 and 8 would be located as the western end of the West 183rd Street portion of this corridor. All 17 sites would be zoned R7-A, and as such, the heights of the buildings constructed on these sites would range from nine to 12 stories (95 feet to 115 feet) and would have an FAR ranging from 2.0 to 4.6, depending on use.

With the nine projected development sites expected to be developed within this corridor by 2026, a change to the overall urban design would be expected; specifically the development of these projected development sites would be expected to represent a concentration of land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions. However, these urban design changes resulting with the Proposed Actions would represent a continuity in development density, building heights, and residential and commercial uses more consistent with the overall primary study area and the Jerome Avenue. Further, as described in Chapter 1, "Project Description," the forms of the buildings resulting with the Proposed Actions would result in a coherent, consistent, and appropriate streetscape through unified streetwalls, setback controls in the vicinity of the elevated rail to ensure adequate air and light. It is expected that the urban design of this portion of the primary study area, and in particular the streetscapes comprising this corridor would be improved with the Proposed Actions.

The potential development sites are presumed to be less likely to be developed as a result of the Proposed Action, but assuming all potential development sites were developed along with all projected development sites, then nearly the entirely pedestrian-level streetscape along Jerome Avenue within this corridor would effectively be replaced with the Proposed Actions. As such, the experience of the 4-train passenger would be altered by direct views of buildings standing between 95 feet and 115 feet on both sides. It is expected that the urban design, as experienced by the pedestrian at street level, would take the form of a unified streetscape, with a unified streetwall, and likely also consistent levels of maintenance (new facades versus old). However, such a complete transformation resulting from the development of all projected and potential development sites would not likely be realized all together, and not by the Build Year, but some years afterward.

Jerome Avenue Corridor (Tremont Avenue – Cross Bronx Expressway)

At the northern end of this corridor, between Tremont Avenue and 177th Street, C4-4D would be mapped. This zoning is the predominant zoning of the Burnside Avenue and Tremont Avenue corridors to the north, described following, in this section.

R7D zoning would be mapped along the east side (only) of Jerome Avenue in this corridor, between East 177th Street East 176th Street; and R7A zoning would be mapped along the east side (only) of Jerome Avenue in this corridor, and between 175th Street and the Cross Bronx Expressway. The zoning on the west side of Jerome Avenue, in both these areas, would remain mapped C8-3, as in the existing conditions. Between these two zones, R8A would be mapped on both sides of Jerome Avenue. Commercial overlay zoning would also apply to most of these same block frontages mapped with these three new residential zones.

New zoning (per the delineation of the rezoning area) would apply only to block sides and ends in this portion of the primary study area, thereby effecting zoning changes within the Jerome Avenue corridor (including at its constituent intersections) in this portion of the primary study area. The effects of the Proposed Actions would be perceptible to the pedestrian on Jerome Avenue with the development of the following projected development sites (and potential development sites, should they be developed as consequence of the Proposed Actions):

- At the northern end of this corridor, on the block between East Tremont Avenue and East 177th Street, where there would be C4-4D mapped (part of the same zoning district in the corridor to the north, encompassing Burnside Avenue, Tremont Avenue, and the segment of Jerome Avenue between them), there would be three projected development sites (Sites 15, 16, and 17), and five potential development sites (Sites 38 – 42), comprising both entire sides of the Jerome Avenue. The projected development sites would have heights ranging from about 14 stories to 17 stories (145 feet to 165 feet) and FAR ranging from 3.0 to 7.0, depending on use, and the potential development sites would be about 16 stories (165 feet) in height and FAR

ranging from 6.5 to 7.2, depending on use. The effect would be to transform this portion of Jerome Avenue into an extension of the Burnside Avenue and Tremont Avenue corridors (which it would also, effectively, combine into a unified corridor through the application of the same C4-4D district); therefore, with regard to urban design, the potential effects associated with the Proposed Actions in this segment of Jerome Avenue between Tremont Avenue and 177th Street is described following in this section, in the discussion of the Burnside Avenue and Tremont Avenue corridors.

- The remaining three projected development sites within this corridor, south of 177th Street, include Sites 18, 19, and 20; Site 18 is located on the west side of Jerome Avenue, and Sites 19 and 20 are located on the east side of Jerome Avenue. These sites would be zoned either R7-A or R8-A, and would be approximately 11 stories to 16 stories (115 feet to 165 feet) in height with FAR ranging from 2.0 to 7.0, depending on zone and use.

- None of these projected development sites would be located adjacent to one another, each separated from nearest other projected development sites on the same side of Jerome Avenue by a minimum of approximately one-half block, though, Sites 19 and 20 would be located directly opposite one another on the north and south sides, respectively, of East 175th Street, on the eastern side of Jerome Avenue.

- There are six potential development sites within this corridor, which include: Sites 43, 44, 45, 47, and 48, on the east side of Jerome Avenue, comprising the balance of street frontage (which would otherwise comprise the three projected development sites, described previously) and 46, located on the western side of Jerome Avenue. The sites would be zoned R7-A, R7-D, and R8A, and as such, the heights of the buildings constructed on these sites would range from about 12 to 14 stories (115 feet to 145 feet) and have an FAR ranging from 2.0 to 7.2.

- There are instances of projected development sites and potential development sites being located in fairly close proximity to one another but on opposite sides of Jerome Avenue in the vicinity of West 176th Street (Projected Development Site 18 and Potential Development Site 46 on the west side of Jerome Avenue, and Projected Development Site 19 on the east side of Jerome Avenue). Generally, in the vicinity of the elevated 4-Train line, the midblock pedestrian views from one side of Jerome Avenue to the other, are limited by the overhead tracks and the support structures located in Jerome Avenue; as a result the pedestrian is afforded direct views across the street to the first and second floors of buildings, and oblique views – which though more interrupted by the vertical support structures, may include upper stories or more distant buildings. Therefore, the similar views in the future with the Proposed Actions would be similarly limited; however, it is likely that passengers aboard the 4-train, though moving at rapid speeds, would perceive a different urban form than would be present in the future without the Proposed Actions, with buildings constructed on the projected development sites in this area

generally ranging from about 12 to 15 stories (115 feet to 145 feet) in height – and therefore directly within view of passenger.

With the six projected development sites expected to be developed within this corridor by 2026, a change to the overall urban design would be expected, particularly with the development of Projected Development Sites 17 and 18 on the east side of Jerome Avenue, opposite one another on the northeast and southeast corners of its intersection with East 176th Street; specifically the development of these projected development sites would be expected to represent a concentration of land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions. However, these urban design changes resulting with the Proposed Actions would represent a continuity in development density, building heights, and residential and commercial uses more consistent with the overall primary study area and the Jerome Avenue. Further, as described in Chapter 1, "Project Description," the forms of the buildings resulting with the Proposed Actions would result in a coherent, consistent, and appropriate streetscape through unified streetwalls, setback controls in the vicinity of the elevated rail to ensure adequate air and light. It is expected that the urban design of this portion of the primary study area, and in particular the streetscapes comprising this corridor would be improved with the Proposed Actions.

The potential development sites are presumed to be less likely to be developed as a result of the Proposed Action, but assuming all potential development sites were developed along with all projected development sites, then the entirely pedestrian-level streetscape along Jerome Avenue within this corridor would effectively be replaced with new development that would result with the Proposed Actions. As such, the experience of the 4-train passenger would be altered by direct views of buildings standing between 115 and 145 on both sides. It is expected that the urban design as experienced by the pedestrian at street level, would take the form of a unified streetscape, with a unified streetwall, and likely also consistent levels of maintenance (new facades versus old). However, such a complete transformation resulting from the development of all projected and potential development sites would not likely be realized all together, and not by the Build Year, but some years afterward.

Jerome Avenue Corridor (Cross Bronx Expressway – 169th Street)

Along the east side of Jerome Avenue in this corridor (including along Mount Eden Avenue, extending east from Jerome Avenue), new zoning (per the delineation of the rezoning area) would apply only to block sides and ends. Along the west side of Jerome Avenue, however, the zoning districts mapped along Jerome Avenue also extend west for much of the irregularly shaped blocks in this area south of Goble Place and in the vicinity of Macombs Road.

The proposed zoning includes a mix of R7A and R8A, both mapped along Jerome Avenue, with R8A being mapped along Mount Eden Road, east of Jerome Avenue, as well as west of Jerome Avenue, south of West 172nd Street and continuing on to comprise the rezoning proposed for the adjacent east-west 170th

Street Commercial Corridor (described following, in this section) and the remaining southern extent of the Jerome Avenue corridor between 170th Street and River Avenue to the south.

The balance of this portion of the primary study area, between the Cross Bronx Expressway on the north and a mid-block point between East 170th Street and East 171st Street on the south would be mapped as R7A. (This R7A zone effectively extends northward to the R7A area mapped north of the Cross Bronx Expressway, in the Jerome Avenue Corridor, i.e., the Tremont Avenue – Cross Bronx Expressway, described previously in this section.) Commercial overlay zoning would also apply to block sides/ends lining Jerome Avenue and Mount Eden Avenue in these two newly mapped residential zones in this portion of the primary study area.

The effects of the Proposed Actions would be perceptible to the pedestrian along Jerome Avenue (and at its constituent intersections), as well as along portions of a few streetscapes west of Jerome Avenue for up to a distance of approximately (along Goble Place, Inwood Avenue, and Macombs Road) with the development of the following projected development sites (and potential development sites, should they be developed as consequence of the Proposed Actions):

- There are ten projected development sites within this corridor, including within the portion of the 170th Street commercial corridor that it intersects; these include: Sites 21 – 26, north of 170th Street, 30 on 170th Street. Sites 22, 26, and 27 all would be located on the east side of Jerome Avenue and Site 25 would be located on the west side of Jerome Avenue. On Inwood Avenue, which is the street that parallels Jerome Avenue (west of Jerome Avenue), Site 21 would be located on the east side of the street, at the southeast corner of the intersection of Inwood Avenue and Mount Eden Avenue; and Sites 23, 24, and 30 would be located on the west side of Inwood Avenue, each being a through-block site and therefore also having frontage on Macombs Road to the west. In addition, Sites 34 and 35, located on the block south of 170th Street, extending across the block with frontage on both Jerome Avenue to the east and Inwood Avenue to the west. These sites would be zoned either R7A or R8A and, as such, buildings on them would stand about nine to 16 stories (95 feet to 165 feet) in height and have FAR ranging from 2.0 to 7.0, depending on zone and use.

- None of the projected development sites would be located adjacent to one another; however, Sites 34 and 35, both having frontages on the east side of Inwood Avenue, south of West 170th Street, would be nearly adjacent to one another, separated by a relatively narrow portion of street frontage between them that would comprise Potential Development Site 88. Otherwise, most other projected development sites would be separated from one another by a minimum of approximately one-half block. Projected Development Sites 25 and 26, would be located directly opposite one another on the west and east sides, respectively, of Jerome Avenue. Generally, in the vicinity of the elevated 4-Train line, the midblock pedestrian views from one side of Jerome Avenue to the other, are limited by the overhead tracks and the support

structures located in Jerome Avenue; as a result the pedestrian is afforded direct views across the street to the first and second floors of buildings, and oblique views – which though more interrupted by the vertical support structures, may include upper stories or more distant buildings. Therefore, the similar views in the future with the Proposed Actions would be similarly limited; however, it is likely that passengers aboard the 4-train, though moving at rapid speeds, would perceive a different urban form than would be present in the future without the Proposed Actions, with buildings constructed on the projected development sites in this area generally ranging from 95 feet to 165 feet in height – and therefore directly within view of passenger.

- There are 26 potential development sites in this corridor, including within the portion of the 170th Street commercial corridor that it intersects. They would be zoned R7A or R8A, and would range in height from approximately nine stories to 16 stories (95 feet to 165 feet) in height and have an FAR ranging from 2.0 to 7.2, depending on zone and use. North of 170th Street, potential development sites within this corridor (listed north-to-south) include Sites 51, 55, 57, 60, 61, 62, and 63, all of which are located on the east side of Jerome Avenue, comprising all the remaining block frontage (i.e., that are not otherwise identified as Projected Development Sites 22, 26, and 27), between Mount Eden Road and 170th Street. (No projected or potential development sites are identified on the east side of Jerome Avenue in this corridor, between a point midblock south of East 170th Street and East 168th Street, at the southern end of this corridor.) Potential development sites on the west side of Jerome Avenue (listed north-to-south) include Sites 49, 50, 52, 56, and 59; Site 52 would also have frontage on Inwood Drive, as would 53, 54, 71, and 73; Site 72 would be located adjacent to and east of Site 73 on West 170th Street. As with previously listed Projected Development Sites 23 and 24, Potential Development Sites 53 and 58 would comprise block-through sites with frontages on Inwood Avenue to the east, as well as Macombs Road to the west. In addition, Sites 75 and 74 would be located at the northwest corner of the intersection of Cromwell Avenue and West 170th Street. Six potential development sites would be located in the portion of this corridor south of 170th Street. Five of these potential development sites (Sites 84, 85, 87, 88, and 89) would be centrally located within the corridor on the block south of West 170th Street, between Jerome Avenue to the east and Inwood Avenue to the west; Sites 84, 85, and 88 would be block-through sites with frontages on both Jerome Avenue and Inwood Avenue (Site 84 would also have frontage on West 170th Street), while Sites 87 and 89 would have frontage on Jerome Avenue. These five Sites (84, 85, 87, 88, and 89), together with Projected Developments Sites 34 and 35, would change all street frontages of the respective block. One Potential Development Site (86) would be located with frontage on Cromwell Avenue to the west (proximate to the Edward L. Grant Highway Corridor discussed following, in this section).

- There would be instances of potential development sites being located adjacent to one another, or in fairly close proximity to one another; and there are similar instances of potential

development sites being located adjacent to projected development sites, or in fairly close proximity to them. Given that this corridor, unlike the others in the primary study area, comprises two streets in width (Jerome Avenue and Inwood Avenue), there are several such occurrences of adjacent and/or proximate projected and/or potential development sites. Along Jerome Avenue (where the elevated 4-Train is located) the combination of projected and potential development sites comprises the entire east side of Jerome Avenue, between Mount Eden Avenue on the north to East 170th Street on the south (and including the southern side of the East 170th Street). On the west side of Jerome Avenue, the combination of projected and potential development sites would comprise the blocks south of Mount Eden Avenue and West 172nd Street (in both cases opposite similar effects on the east side of Jerome Avneue. These effects would be experienced locally by the pedestrian standing on the same side of Jerome Avenue as the new development. Generally, in the vicinity of the elevated 4-Train line, the midblock pedestrian views, from one side of Jerome Avenue to the other, are limited by the overhead tracks and the support structures located in Jerome Avenue; as a result the pedestrian is afforded direct views across the street to the first and second floors of buildings, and oblique views – which though more interrupted by the vertical support structures, may include upper stories or more distant buildings. Therefore, the similar views in the future with the Proposed Actions would be similarly limited; however, it is likely that passengers aboard the 4-train, though moving at rapid speeds, would perceive a different urban form than would be present in the future without the Proposed Actions, with buildings constructed on the projected development sites in this area generally ranging from 95 feet to 165 feet in height – and therefore directly within view of passenger.

- The portions of Inwood Avenue in this corridor that would be changed by the combination of projected and potential sites would include the east side of Inwood Avenue north of Goble Place and south of West 170th Street. The block south of Goble Place would be changed (midblock) on both the east and west sides of Inwood Avenue; both the east and west sides of Inwood Avenue would be changed, as well, at its intersection (and just north) with West 170th Street. The heights of the buildings constructed on these sites would be about 14 stories (145 feet) in height with an FAR ranging from 2.0 to 7.2, depending on use.

With the projected development sites expected to be developed within this corridor by 2026, a change to the overall urban design would be expected, particularly with the development of projected development sites in this corridor, which would be expected to represent a concentration of land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions. However, these urban design changes resulting with the Proposed Actions would represent a continuity in development density, building heights, and residential and commercial uses more consistent with the overall primary study area and the Jerome Avenue. Further, as described in Chapter 1, “Project Description,” the forms of the buildings resulting with the Proposed Actions would result in a coherent, consistent, and appropriate streetscape through unified streetwalls, setback

controls in the vicinity of the elevated rail to ensure adequate air and light. It is expected that the urban design of this portion of the primary study area, and in particular the streetscapes comprising this corridor would be improved with the Proposed Actions.

The potential development sites are presumed to be less likely to be developed as a result of the Proposed Action, but assuming all potential development sites were developed along with all projected development sites, then substantial lengths of the pedestrian-level streetscape along Jerome Avenue within this corridor would effectively be replaced with new development that would result with the Proposed Actions. As such, the experience of the 4-train passenger would be altered by direct views of buildings standing between 95 feet and 165 feet in height on both sides. It is expected that the urban design as experienced by the pedestrian at street level, would take the form of a unified streetscape, with a unified streetwall, and likely also consistent levels of maintenance (new facades versus old). The streetscape experience of a pedestrian along Inwood Avenue would be altered with the Proposed Actions. Because Inwood Avenue does not have elevated subway track like Jerome Avenue, then the development on both the east and west sides of Inwood Avenue, where generally within a one – or two block distance would be perceived by the pedestrian as a singular change to the streetscape envelope, further enhancing the effect of visual cohesiveness in these areas. Such a complete transformation resulting from the development of all projected and potential development sites would not likely be realized all together, and not by the Build Year, but some years afterward.

River Avenue Corridor (168th Street – 165th Street)

The River Avenue corridor adjoins the southern end of the southernmost part of Jerome Avenue included in the rezoning area. As previously described in this chapter, the street pattern is irregular in the southern part of the primary study area; as such, the proposed rezoning area is delineated to include the irregularly shaped (triangular and trapezoidal) blocks west of River Avenue both as part of this River Avenue corridor and also as part of the Edward L. Grant corridor, described following, in this section.

As proposed, R8A zoning would be mapped between 169th Street on the northern end of the corridor, approximately where River Avenue meets Jerome Avenue, thereby representing continuity with the R8A zoning along Jerome Avenue to the north (described previously in this section); however, there would be no commercial overlay as part of the R8A zoning along River Avenue. R8A zoning would also continue east of River Avenue, for about three blocks along East 167th Street. Commercial overlay would be mapped with the R8A district along the East 169th Street segment of the corridor (but not where R8A would be mapped on River Avenue.

The portion of the River Avenue corridor like the Edward L. Grant Highway corridor to the west (discussed following in this section), into which the River Avenue corridor connects would be mapped R9A; this portion of the River Avenue corridor comprises opposing block faces for a distance of about

one and one-half blocks of 167th Street west of River Avenue. This R9A district would also include two opposing block faces along River Avenue, south of 167th Street. Commercial overlay would be mapped atop all R9A areas within this southern end of the primary study area; in addition, commercial overlay would be mapped along the east side of River Avenue (east of Mullaly Park), between McClellan Street on the north and East 165th Street on the south, where there would be no change to the existing R8 zoning district.

It is noted that there is a portion of the Mount Eden neighborhood, which is excluded from the proposed rezoning area, as delineated for the Proposed Actions. Comprising an irregular agglomeration of three blocks between the River Avenue corridor to the east and the Edward L. Grant Highway corridor to the west, in the vicinity of Cromwell Avenue, this area would remain its existing M1-2 zoning in the future with the Proposed Actions.

The effects of the Proposed Actions would be perceptible to the pedestrian along River Avenue (and at its constituent intersections), as well as along portions of East 167th Street to the east, and along a few streetscapes west of River Avenue along Cromwell Avenue and Jerome Avenue (which is west of River Avenue south of approximately 168th Street). These proposed zoning changes would be perceptible to the pedestrian in this corridor with the development of the following Projected Development sites (and Potential Development sites, should they be developed as consequence of the Proposed Actions):

- There are six Projected Development sites within this corridor, which include: Sites 40 – 45, all located on River Avenue. Three of these sites (Sites 42, 43, and 44) would be located adjacent to one another on the east side of River Avenue; and Site 45 just south of them, across McClellan Avenue. While Site 40 would be located on the west side of River Avenue, north of 167th Street, Site 41 would be located on the west side of River Avenue, south of 167th Street, opposite Sites 42 and 43. These sites would be zoned either R8 or R9A, and as such buildings on them (except for Site 43, which would be a mere 15 feet tall) would be 19 to 23 stories (195 feet to 225 feet) in height and have FAR ranging from 2.0 to 9.0, depending on zone and use.

- Without the Proposed Actions, four of the projected development sites (Sites 41, 42, 44, and 45) will be developed, as described previously in this Chapter (where these sites are referred to as No-Action Development Sites 6, 7, 8, and 9).

- There are also instances of projected development sites being located in fairly close proximity to one another but on opposite sides of River Avenue (Sites 37, 39, and 41). Generally, in the vicinity of the elevated 4-Train line, the midblock pedestrian views from one side of Jerome Avenue to the other, are limited by the overhead tracks and the support structures located in Jerome Avenue; as a result the pedestrian is afforded direct views across the street to the first and second floors of buildings, and oblique views – which though more interrupted by the vertical support structures, may include upper stories or more distant buildings. Therefore, the similar views in the future with the Proposed Actions would be similarly limited; however, it is

likely that passengers aboard the 4-train, though moving at rapid speeds, would perceive a notably different urban form than would be present in the future without the Proposed Actions. Projected Development Sites in this area would be zoned R8/C2-2 or R9A, and as such buildings on these Sites would be approximately 17 to 20 stories (175 feet to 195 feet) in height and have FAR ranging from 2.0 to 9.0, depending on zone and use.

- The eight potential development sites within this corridor include Sites 94 – 101. These sites would be zoned either R8 or R9A, and as such the buildings constructed on these Sites would range from approximately 19 stories to 22 stories (195 feet to 225 feet) in height and an FAR ranging from 2.0 to 8.5, depending on zone and use. Sites 94 and 95 would be on the west side of River Avenue, also having frontages on Jerome Avenue to the west; Sites 95, 96, 97 and 98 would comprise the four corners of the intersection of River Avenue and 167th Street. Sites 97, 98, and 99 each would be adjacent to projected development sites and, Site 99 (on the west side of River Avenue) would also opposite Projected Development Sites 43 and 44, on the east side of River Avenue. Potential Development Sites 100 and 101 would comprise the southern end of the block between McClellan Street to the north and East 165th Street to the south, on the east side of River Avenue (the large Mullaly Park comprise the block to the west of River Avenue; with both of these potential development sites developed, together with Projected Development Site 45, nearly the entirety of the block would be redeveloped, including a substantial portion of the west side of Gerard Avenue, which extends just outside the primary study area.

With six Projected Development sites expected to be developed within this corridor by 2026, a change to the overall urban design would be expected; specifically the development of these Projected Development sites would be expected to represent a concentration of land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions. However, these urban design changes resulting with the Proposed Actions would represent a continuity in development density, building heights, and residential and commercial uses more consistent with the overall primary study area and the Jerome Avenue. Further, as described in Chapter 1, "Project Description," the forms of the buildings resulting with the Proposed Actions would result in a coherent, consistent, and appropriate streetscape through unified streetwalls, setback controls in the vicinity of the elevated rail to ensure adequate air and light. It is expected that the urban design of this portion of the primary study area, and in particular the streetscapes comprising this corridor would be improved with the Proposed Actions.

The potential development sites are presumed to be less likely to be developed as a result of the Proposed Actions, but assuming all potential development sites were developed along with all projected development sites, then nearly the entirely pedestrian-level streetscape along River Avenue within this corridor, excluding the area south of McClellan Street comprising Mullaly Park, would effectively be replaced with new development that would result with the Proposed Actions. As such, the experience

of the 4-train passenger would be altered by direct views of buildings standing between 195 feet and 225 feet. It is expected that the urban design as experienced by the pedestrian at street level, would take the form of a unified streetscape, with a generally consistent streetwall, and likely also similar levels of maintained appearance (new facades versus old). However, such a complete transformation resulting from the development of all Projected and potential development sites would not likely be realized all together, and not by the Build Year, but some years afterward.

Burnside Avenue Commercial Corridor; Tremont Avenue Commercial Corridor; Jerome Avenue (between Burnside Avenue and 177th Street)

As proposed, a C4-4D zoning district would be mapped along the Burnside Avenue and Tremont Avenue commercial corridors, as well as along the segment of Jerome Avenue between them and extending south of Tremont Avenue to 177th Street. This C4-4D zoning district would also extend along the west side of Jerome Avenue for almost a block, north of Burnside Avenue, as described previously in this section (see Jerome Avenue Corridor: 184th Street – 181st Street), and it would include both sides of Jerome Avenue south of Tremont Avenue, north of 177th Street. The effect of the Proposed Actions would be to create unified zoning pattern in this area. Specifically, the effect of this singular zoning district would be to facilitate development along all three streetscapes (Burnside Avenue, Tremont Avenue, and Jerome Avenue) in a manner that may result in a fairly singular and cohesive urban design, as a result of similar uses and bulk and height controls. Therefore, the Burnside Avenue and Tremont Avenue commercial corridors, as well as the similarly zoned portion of Jerome Avenue are discussed as a singular area in the With-Action conditions.

New zoning (per the delineation of the rezoning area) would apply only to block sides and ends in this portion of the primary study area, thereby effecting zoning changes within the street corridors of Jerome Avenue, Burnside Avenue, and Tremont Avenue (and at the respective constituent intersections of each). The effects of the Proposed Actions would be perceptible to the pedestrian in this corridor with the development of the following Projected Development sites (and Potential Development sites, should they be developed as consequence of the Proposed Actions):

- There are eight projected development sites (Sites 10 – 17) within this area, which include: Sites 10 and 12 in the vicinity of Burnside Avenue; Site 10 would be developed about two blocks west of Jerome Avenue, on the south side of Burnside Avenue; and Site 12 would be located a little over three blocks east of Jerome Avenue, on the north side of Burnside Avenue. Sites 11 and 13 would be developed on the west side of Jerome Avenue, on the block between Burnside Avenue and Tremont Avenue. Site 14 would be developed on the east side of Jerome Avenue, just north of Tremont Avenue, Sites 16 and 17 would be developed directly south of it, at the southwest corner of the intersection of Jerome Avenue and East Tremont Avenue. Site 15 would be developed further south on the west side of Jerome Avenue, midblock between West Tremont Avenue and West 177th Street. These Sites all would be zoned C4-4D, and as such buildings

constructed on them would be approximately 14 to 17 stories (145 feet to 165 feet) in height and have an FAR ranging from 3.4 to 7.2, depending on use.

- Without the Proposed Actions, three of the projected development sites (Sites 10, 13, and 17) will be developed, as described previously in this Chapter (where these sites are referred to as No-Action Development Sites 1, 2, and 3 respectively).

- With the Proposed Action, two of the projected development sites would be located adjacent to one another (Sites 16 and 17), and Site 14 would be located just to the north. Otherwise, projected development sites would be separated from one another by a distance of approximately one-half block or more. Unlike the With-Action conditions in other corridors, there would be no projected development sites located directly across the street from one another (except for Sites 14 and 16 , as noted); further, the two projected development sites (Sites 10 and 12) that would be located near or on Burnside Avenue, would not be visible all together to a pedestrian in this area, given the distance between them, their arrangement relative to one another in this area, which has an irregular street pattern, and given the intervening elevated 4-Trains subway infrastructure that obstructs all but direct views across Jerome Avenue where it runs in the primary study area.

- There are 25 potential development sites within this area. All 25 Sites would be zoned C4-4D, and as such the buildings constructed on these Sites would range from 14 stories to 16 stories (145 feet to 165 feet) in height and have an FAR ranging from 3.4 to 7.2, depending on zone and use. All properties along the west side of Jerome Avenue within this area, which would not otherwise be developed as projected development sites (Sites 11, 13, and 15), are identified as potential development sites (Sites 19, 25, 34, 36, 37, 38, and 40. Much of the east side of Jerome Avenue in this area comprises potential development sites, as well, including Sites 39, 41, and 42, which together with Projected Development Site 16 represent the entire eastern side of Jerome Avenue between Tremont Avenue and East 177th Street, at the southern end of this area. At the northern end of this area, Sites 32, 33, and 35 would be developed on the east side of Jerome Avenue, on the block south of East Burnside Avenue, and most of the southern side of Burnside Avenue in the rezoning area, itself, would comprise potential development sites (Sites 21, 22, 24, and 25, to the west of Jerome Avenue, and Sites 30 and 31, east of Jerome Avenue). On the northern side of Burnside Avenue, if the four identified potential development sites west of Jerome Avenue (Sites 18, 19, 20, and 23) would be developed, then Sites 18 and 19 would be adjacent to one another, Site 23 would be about one-half block west of Site 19, and Site 20 nearly two blocks further west; while on the north side of East Burnside Avenue, east of Jerome Avenue, Sites 26, 27, 28, and 29 would represent the entire block frontages of the two blocks between Jerome Avenue on the west and Morris Avenue on the east.

With the eight projected development sites expected to be developed within this corridor by 2026, a change to the overall urban design of the area would be expected, compared to what would be expected in other corridors of the primary study area. The exception would be in at the intersection of East Tremont Avenue and Jerome Avenue, where Projected Development Sites 14, 16, and 17 would represent a change to the urban design and streetscape experience by the pedestrian in their immediate vicinity. Otherwise, the development of the projected development sites in this area may represent the introduction of new land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions. However, these improvements in urban design likely would be perceptible to the pedestrian only in the immediate vicinity of each of these projected development sites (or at seven locations, counting Sites 14, 16, and 17 as a single "location"); therefore, while the number of such projected development sites in the area could be recognizable to the pedestrian moving through the area as a change to overall urban form in the area, the development of these projected development sites, alone, would not effect a uniform streetscape or similar pedestrian-level changes throughout this area.

The potential development sites are presumed to be less likely to be developed as a result of the Proposed Action, but assuming all potential development sites were developed along with all projected development sites, then nearly the entire pedestrian-level streetscape along Jerome Avenue within this corridor would effectively be replaced with new development that would result with the Proposed Actions. Also, the experience of the 4-train passenger would be altered by direct views of buildings standing between 14 and 17 stories on both sides of Jerome Avenue. It is expected that the urban design as experienced by the pedestrian at street level, would take the form of a unified streetscape, with a unified streetwall, and likely also consistent levels of maintenance (new facades versus old). However, such a complete transformation resulting from the development of all Projected and potential development sites would not likely be realized all together, and not by the Build Year, but some years afterward.

170th Street Commercial Corridor

The 170th Street Commercial corridor would be mapped with R8A zoning, like the adjacent portions of Jerome Avenue to the north and to the south within the Jerome Avenue corridor i.e., Jerome Avenue Corridor (Cross Bronx Expressway – 169th Street), described previously in this section.

New zoning (per the delineation of the rezoning area) would apply only to block sides and ends in this portion of the primary study area, thereby effecting zoning changes along the 170th Street corridor (and at the respective constituent intersections of each). The effects of the Proposed Actions would be perceptible to the pedestrian in this corridor with the development of the following Projected Development sites (and Potential Development sites, should they be developed as consequence of the Proposed Actions):

- Not including the Projected Development sites already discussed previously in this section (see Jerome Avenue Corridor: Cross Bronx Expressway – 168th Street), there are two projected development sites this corridor (Sites 28 and 29), each standing about 15 stories (145 feet) and have an FAR ranging from 2.0 to7.0, depending on use. Site 28 would be located on the south side of East 170th Street, midblock between Jerome Avenue to the west and Walton Avenue to the east, while Site 29 would be located at the northwest corner of East 170th Street and Wythe Place.

- Not including the potential development sites already discussed previously in this section (see Jerome Avenue Corridor: Cross Bronx Expressway – 168th Street), there are seven potential development sites, which include: Sites 64 – 70, all located on Jerome Avenue. All sites would be zoned R8A, and as such all buildings constructed on these sites would be about 14 stories (145 feet) in height and have an FAR ranging from 2.0 to 7.2, depending on use.

- The projected development sites would not be located adjacent to one another or even across the street from one another. However, with the development of the potential development sites (Sites 64, 65, 67, and 68), and also Projected Development Site 28, there would be substantially new and continuous street frontage comprising adjacent Projected and/or potential development sites, extending from the eastern side of Jerome Avenue, eastward, to the eastern end of this corridor (almost reaching the Grand Concourse, which at this point is about one-half block east of the primary study area); the portion of the Jerome Avenue corridor that intersects with the 170th Street commercial corridor, as discussed previously in this section (see Jerome Avenue Corridor: Cross Bronx Expressway – 168th Street), also would be redeveloped if both the projected and potential development sites were constructed. With the development of the Projected Development Site 29 and also Potential Development Sites 66 – 70, both sides of East 170th Street, east of Walton Avenue in the primary study area, would be redeveloped.

With two projected development sites expected to be developed within this corridor by 2026, and a minor change to the overall urban design would be expected, compared to what would be expected in other corridors of the primary study area; the development of these two projected development sites may represent new land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions. However, these differences in urban design likely perceptible to the pedestrian on East 170th Street as changes but not comprising a unified change to the form of the streetscape.

The potential development sites are presumed to be less likely to be developed as a result of the Proposed Action, but assuming all potential development sites were developed along with all projected development sites, then most of the streetscape along East 170th Street within this corridor would effectively be replaced with new development that would result with the Proposed Actions. It is

expected that the urban design as experienced by the pedestrian at street level, would take the form of a unified streetscape, with a unified streetwall, and likely also consistent levels of maintenance (new facades versus old). However, such a complete transformation resulting from the development of all projected and potential development sites would not likely be realized all together, and not by the Build Year, but some years afterward.

Edward L. Grant Highway Corridor

The Edward L. Grant Highway corridor adjoins the River Avenue corridor at the southern end of the primary study area. Edward L. Grant Highway is a roadway, which as discussed previously in this chapter, is part of the irregular street pattern that characterizes this southern portion of the primary study area in particular; as such, the proposed rezoning area is delineated to include the irregularly shaped (triangular and trapezoidal) blocks west of River Avenue both as part of this Edward L. Grant Highway corridor and also as part of the River Avenue corridor, described previously, in this section.

As proposed, R8A zoning would be mapped between the most northwestern extent of this corridor (approximately West 172nd Street in the vicinity of the Cross Bronx Expressway). In addition, R9A would also be mapped in a relatively small area (approximately two opposing block faces) along a portion of West 170th Street, east of Edward L. Grant Highway. R9A would also be mapped in an area comprising portions of several blocks along Edward L. Grant Highway and Cromwell Avenue, both south of West 169th Street. This R9A zone is also mapped south and east, along Jerome Avenue, and as discussed previously in this section, along River Avenue.

The effects of the Proposed Actions would be perceptible to the pedestrian along Edward L. Grant Highway (and at its constituent intersections), with the development of the following projected development sites (and Potential Development sites, should they be developed as consequence of the Proposed Actions):

- This corridor includes seven projected development sites. Listed from north-to-south, Sites 31, 37, 38, (Sites 37 and 38 adjacent to each other) and 30, are located on the west side of Edward L. Grant Highway, and Sites 32, 33, and 36 are located along the west side of Edward L. Grant Highway. All three projected development sites on the east side of Edward L. Grant Highway have frontage on Cromwell Avenue, to the east; Sites 32 and 36 are both through-block sites, with frontages on Edward L. Grant Highway to the west and Cromwell Avenue to the east. Sites 32 and 33 are adjacent to each other but only Site 32 has direct frontage on Edward L. Grant Highway. Sites 37 and 38, which would be developed adjacent to one another on the west side of Edward L. Grant Highway would also be across the street from Site 36, on the east side of Edward L. Grant Highway; while they would be visible from one to the other, Edward L. Grant Highway is a wide boulevard in this location and so while the pedestrian would be able to see all three sites at the same time, it is unlikely that they would be perceived as unifying the

streetscape on both sides of the boulevard. These Sites would be zoned R8A, R9A, or R8/C2-2, and as such, buildings constructed on them would be approximately 14 to 23 stories (145 feet to 225 feet) and an FAR ranging from 2.0 to 8.5, depending on zone and use.

- Without the Proposed Actions, two of the projected development sites (Sites 31 and 38) will be developed, as described previously in this Chapter (where these sites are referred to as No-Action Development Sites 4 and 5, respectively).

- The 12 potential development sites within this corridor include seven north of West 170th Street (listed north-to-south): Sites 80, 81, 82, and 83, on the west side of Edward L. Grant Highway, and Sites 76, 78, and 79 on the east side. Site 77 would also be located on the east side of Edward L. Grant Highway, just south of West 170th Street, adjacent to Projected Development Sites 32 and 33). Four potential development sites would be located at the southern end of the corridor, north of the unusually configured intersection between Edward L. Grant Highway, Cromwell Avenue, and Jerome Avenue: Sites 92 and 93 on the west side of Edward L. Grant Highway; Site 90 comprising the entirety of the irregularly shaped block south of West 169th Street, between Edward L. Grant Highway on the west and Cromwell Avenue on the east; and Site 91, which is on the north side of the intersection of Cromwell Avenue and Jerome Avenue, comprising the southern point of the largely triangular block between Cromwell Avenue to the west and Jerome Avenue to the east. These sites would be zoned either R8A or R9A, and as such, buildings constructed on these sites would range from about 14 stories to 22 stories (145 feet to 225 feet) in height and have an FAR ranging from 2.0 to 8.5, depending on zone and use.

With the development of the seven projected development sites in this corridor by 2026, a change to the overall urban design would be expected; however, the development of these seven projected development sites would represent new land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions. Given the width of the Edward L. Grant Highway, these differences in urban design likely perceptible to the pedestrian in the immediate vicinity of these projected development sites, and would not likely be perceptible as unified change to the form of the Edward L. Grant Highway streetscape, overall.

The potential development sites are presumed to be less likely to be developed as a result of the Proposed Action, but assuming all potential development sites were developed along with all projected development sites, the two portions of the Edward L. Grant Highway pedestrian-level streetscape at two of the unusually configured intersections within this corridor would effectively be replaced with new development that would result with the Proposed Actions. The large and irregularly shaped block on the east side of Edward L. Grant Highway between Macombs Road would be redeveloped at its northern end with Projected Development Sites 32 and 33 and Potential Development Site 77, and Potential Development Site 76 would be developed on the opposite side (north side) of Macombs Road, adjacent to Potential Development Site 75 (described previously in the discussion of the 170th Street commercial

corridor). The unusually configured intersection of Edward L. Grant Highway, Cromwell Avenue, and Jerome Avenue would be redeveloped with Potential Development Sites 90, 91, 92, and 93, as well as the Projected Development Site 39; in addition, the Projected Development Site 40 and Potential Development Sites 94 and 95, described previously in the discussion of the River Avenue corridor, would also contribute to the new urban form of this intersection, on the east side of Jerome Avenue. Such a complete transformation resulting from the development of all Projected and potential development sites would not likely be realized all together.

Primary Study Area Intersections, Streetscapes, and Overall Continuity

As explained previously with regard to the assessment of primary study area corridors, the development of the 45 projected development sites would represent the addition of land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions; however, the development of the 45 projected development sites, though perceptible at each location, would not necessarily represent wholesale change to individual corridors.

Rather, as discussed previously in the review of corridors, the notable changes to urban design resulting with the Proposed Actions generally would represent consistency among the corridors throughout the primary study area. Therefore, following in this section, the urban design analysis considers the primary study area as a singular, whole, specifically to assess the potential for overall effect to primary study area as a result of the Proposed Actions.

The greatest potential change to urban design throughout the corridor, particularly with regard to the effect of overall urban design consistency and streetscape improvement, may occur after the 2026, if all 101 potential development sites were to be developed, in addition to the 45 projected development sites. Therefore, similar to the detailed evaluations of primary study area corridors, urban design and streetscape conditions for the primary study area are evaluated, following, for the With-Action conditions, assuming only the Projected Development sites would be developed by 2026, and also assuming the potential development sites could be developed.

Urban Design at Intersections

The extent to which pedestrians may be able to orient themselves within the urban landscape is informed, in part, by recognizable urban form at intersections. The more notable (i.e., perceptible and substantial) changes to building form and streetscapes that would occur at intersections with the Proposed Actions, would be in those instances when all corners are to be redeveloped in a cohesive manner. Assuming only the projected development sites are developed, then the effect would be fairly limited, with at most two or three new buildings being constructed at intersections.

Development at the projected development sites would introduce substantial changes to the building form at nine intersections, with the introduction of new building typologies and greater mass and height than would otherwise define the urban design at these intersections in the future without the Proposed Actions. Please refer to Figure 8-15, "Proposed Actions – Streetscape Views with Projected and potential development sites – 3-D Model," for series of views (including 3-D computer model renderings) to illustrate the potential massing at these intersections. These intersections, which would have projected development sites comprising at least two corners (or portion of facing block in cases of three-legged/irregular intersections) are as follows (listed north-to-south):

- **Jerome Avenue/North Street** (west side of Jerome Avenue), where Projected Development Sites 2 and 3 would be located on opposite sides of Jerome; though cross-Avenue views would be obstructed by the elevated rail and support infrastructure, the streetscape design and form of the building at street level would be perceptible to the pedestrian (See Figure 8-15b, "View 1").

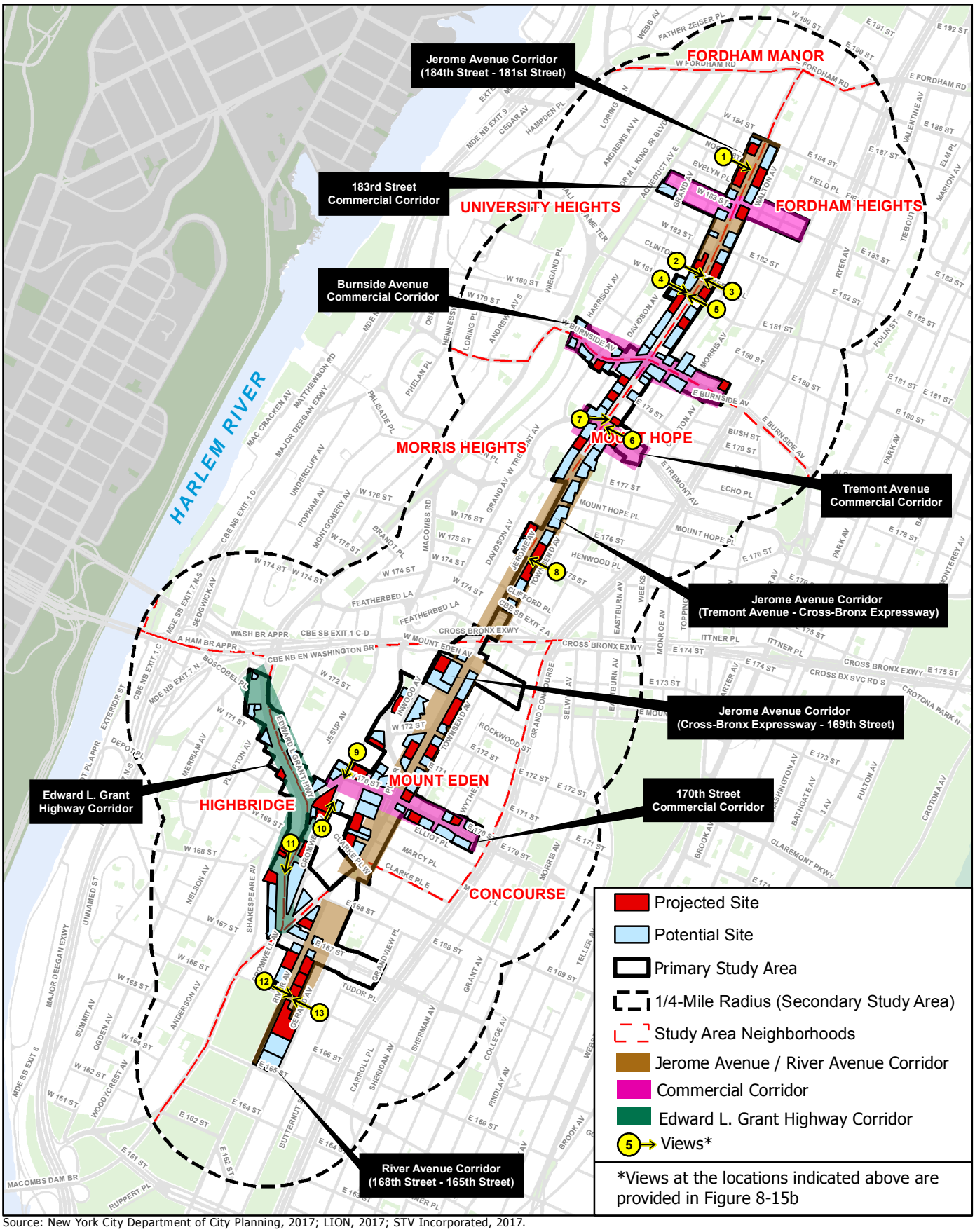
- **Jerome Avenue/Clinton Place** (west side of Jerome Avenue) **and Jerome Avenue/Cameron Place** (west side of Jerome Avenue), where Projected Development Site 5 would be developed on the west side of Jerome on Clinton Place, and Sites 6 and 7 would be developed on the western side of Jerome, north and south of Cameron Place. (The respective three-legged intersections of Clinton Place with Jerome Avenue and Cameron Place and Jerome Avenue, are off-set by about a half block, and so intersections are recognizable to pedestrians in general vicinity.) Though cross-Avenue views would be partially obstructed by the elevated rail and support infrastructure, the streetscape design and form of the buildings at street level would be perceptible to the pedestrian. (See Figure 8-15b, Views 2 and 3.)

- **Jerome Avenue/181st Street**, where Projected Development Sites 7 and 8 would be located, on opposite corners, on the east side and west side of Jerome Avenue, respectively; though cross-Avenue views would be partially obstructed by the elevated rail and support infrastructure, the streetscape design and form of the buildings at street level would be perceptible to the pedestrian in general vicinity. (See Figure 8-15b, Views 4 and 5.)

- **Jerome Avenue/East Tremont Avenue** (east side of Jerome Avenue), where Projected Development Sites 14, 16, and 17 would be located on opposite sides of East Tremont, on the east side of Jerome Avenue; this cohesiveness that would result with new development would be expected to redefine this particular intersection. (See Figure 8-15b, Views 6 and 7.)

- **Jerome Avenue/East 175th Street** (east side of Jerome Avenue), where Projected Development Sites 19 and 20 would be located on opposite sides of East 175th Street, on the east side of Jerome Avenue; this cohesiveness that would result with new development would be expected to redefine this particular intersection. (See Figure 8-15b, View 8.)

- **Macombs Road/Cromwell Avenue/West 170th Street** (about two blocks west of Jerome Avenue), where Projected Development Sites 30 and 32 would be would be located on opposite sides of West 170th Street; this cohesiveness that would result with new development would be expected to redefine this particular intersection, particularly given the especially irregular lot shape of Site 32. (See Figure 8-15b, Views 9 and 10.)
- **Edward L. Grant Highway/West 169th Street** (about two blocks west of Jerome Avenue), where Projected Development Sites 36, 37, and 38 would be would be located at this three-legged intersection; this cohesiveness that would result with new development would be expected to redefine this particular intersection. (See Figure 8-15b, View 11.)
- **River Avenue/McClellan Street** (east side of River Avenue), where Projected Development Sites 44 and 45 would be located on opposite sides of McClellan Street, east of River Avenue; this cohesiveness that would result with new development would be expected to redefine this particular intersection. (See Figure 8-15b, Views 12 and 13.)



Source: New York City Department of City Planning, 2017; LION, 2017; STV Incorporated, 2017.

N

0 0.25 0.5 Mile

Figure 8-15a

PROPOSED ACTIONS - STREETSCAPE VIEWS
PROJECTED & POTENTIAL DEVELOPMENTS



Existing/No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 1: LOOKING EAST ALONG NORTH STREET TOWARD JEROME AVENUE



Existing/No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 2: LOOKING EAST ALONG CLINTON PLACE TOWARD JEROME AVENUE



Existing/No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 3: LOOKING WEST ALONG CAMERON PLACE TOWARD JEROME AVENUE



Existing/No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

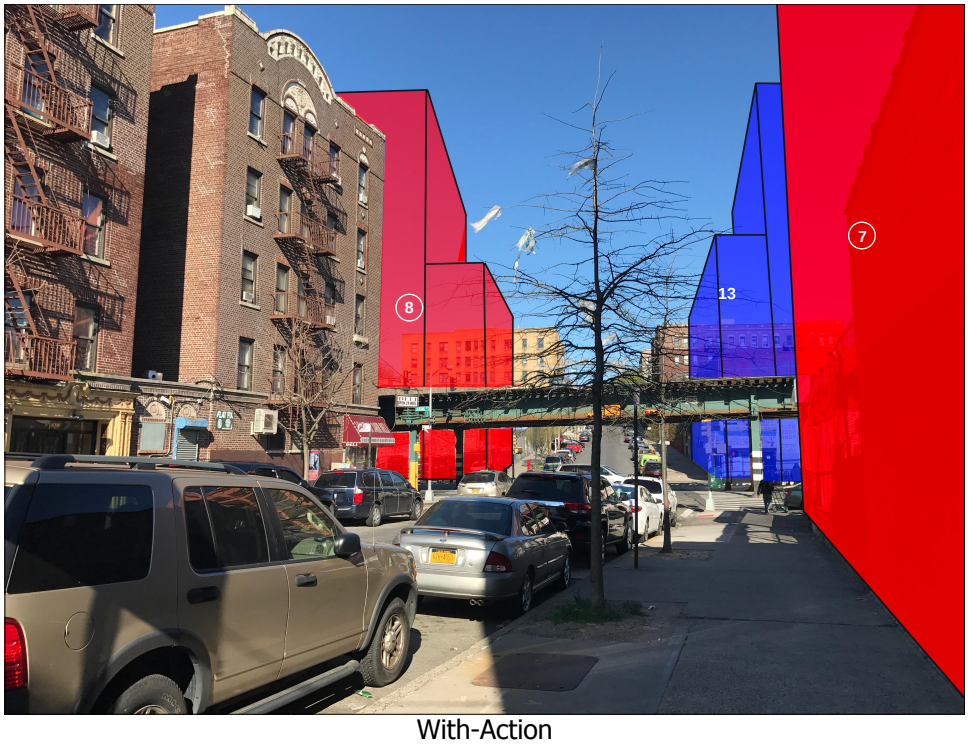
Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 4: LOOKING EAST ALONG WEST 181ST STREET TOWARD JEROME AVENUE



Existing/No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 5: LOOKING WEST ALONG EAST 181ST STREET TOWARD JEROME AVENUE



Existing



No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 6: LOOKING WEST ALONG EAST TREMONT AVENUE TOWARD JEROME AVENUE



Existing



No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 7: LOOKING EAST ALONG WEST TREMONT AVENUE TOWARD JEROME AVENUE



Existing/No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

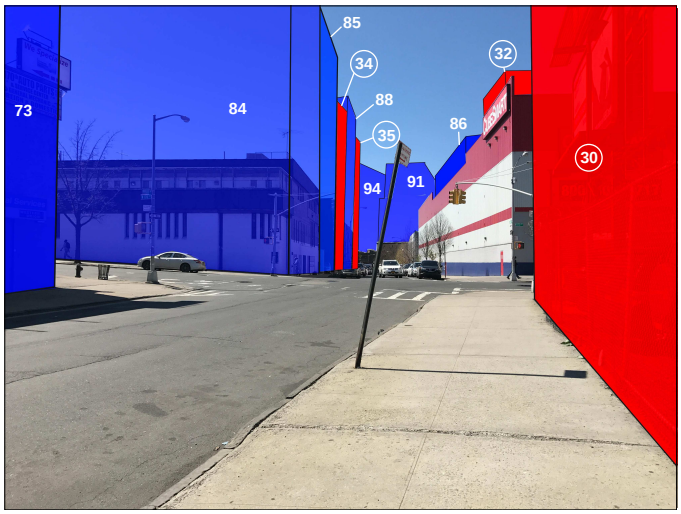
VIEW 8: LOOKING WEST ALONG EAST 175TH STREET TOWARD JEROME AVENUE



Existing



No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 9: LOOKING SOUTH ALONG CROMWELL AVENUE TOWARD WEST 170TH STREET



Existing/No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 10: LOOKING NORTH ALONG CROMWELL AVENUE TOWARD WEST 170TH STREET



Existing/No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 11: LOOKING SOUTH ALONG EDWARD L. GRANT HIGHWAY TOWARD JEROME AVENUE



Existing



No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 12: LOOKING EAST ALONG MCCLELLAN STREET TOWARD JEROME AVENUE



Existing



No-Action



With-Action

Note: 3-D renderings are provided for illustrative purposes only

Source: New York City Department of City Planning, 2017; STV Incorporated, 2017.

Figure 8-15b

VIEW 13: LOOKING WEST ALONG MCCLELLAN STREET TOWARD JEROME AVENUE

In addition, another nine intersections would be partially developed with projected development sites. These intersections, which would have a projected development site located at one corner (or portion of facing block in cases of three-legged/irregular intersections) are as follows (listed north-to-south):

- **Jerome Avenue/Evelyn Place** (west side of Jerome Avenue), where Projected Development Site 3 would be located on the west side of Jerome Avenue;
- **Jerome Avenue/East 183rd Street** (east side of Jerome Avenue), where Projected Development Site 4 would be located on the east side of Jerome Avenue;
- **Jerome Avenue/West 182nd Street** (west side of Jerome Avenue), where Projected Development Site 5 would be located on the west side of Jerome Avenue;
- **Jerome Avenue/West 176th Street** (west side of Jerome Avenue), where Projected Development Site 18 would be located on the west side of Jerome Avenue; Projected Development Site 18 also may be visible from East 176th Street, on the east side of Jerome, though pedestrian views would be partially obstructed by the elevated rail line and support infrastructure.
- **Inwood Avenue/Mount Eden Avenue** (west of Jerome Avenue), where Projected Development Site 21 would be located on the southeast corner of the intersection;
- **Inwood Avenue/Macombs Road** (west of Jerome Avenue), where Projected Development Site 24 would be located on the southwest corner of the intersection;
- **Inwood Avenue/West Clarke Place** (west of Jerome Avenue), where Projected Development Site 35 would be located on the northeast corner of this irregular intersection;
- **Edward L. Grant Highway/Shakespeare Avenue** (west side of Edward L. Grant Highway), where Projected Development Site 31 would be located;
- **Edward L. Grant Highway/West 168th Street** (west side of Edward L. Grant Highway), where Projected Development Site 39 would be located on the southwest corner of the intersection;

Considered together, these 18 intersections represent many intersections throughout the corridor. If the potential development sites also were developed, then each of one of these 18 intersections would be fully redeveloped, in almost all cases, with new buildings on all corners comprising the respective intersection.

Further, if the potential development sites were developed in addition to the projected development sites, then numerous additional intersections would also be substantially or fully redeveloped; each of these intersections would be nearly all the intersections included within the summary of block frontages (described following in this section). Notably, the major intersection of Jerome Avenue and Burnside Avenue would be fully redeveloped with the potential development sites (and only with the potential development sites, as no projected development sites are located there); this would also be the case for the intersection of East Burnside Avenue and Walton Avenue, just to the east. Other intersections that would be redeveloped with potential development sites (only) on all corners include the intersection of

River Avenue and East 167th Street and the major and irregular intersection of Edward L. Grant Highway, Cromwell Avenue, and Jerome Avenue.

In addition, 11 intersections would be substantially redeveloped with potential development sites (only) on at least two corners, including:

- Jerome Avenue and East 182nd Street (two corners);
- Davidson Avenue and West 181st Street (two corners), one block west of Jerome Avenue;
- West Burnside Avenue and Harrison Avenue (three corners);
- West Burnside Avenue and Davidson Avenue (three corners);
- Jerome Avenue and 177th Street (three corners);
- Jerome Avenue and Mount Hope Place (two corners);
- Jerome Avenue and Clifford Place (two corners), in vicinity of Clifford Place Walk;
- Jerome Avenue and Mount Eden Avenue (three corners);
- Jerome Avenue and 172nd Street (three corners);
- Jerome Avenue and East 171st Street (three corners); and
- Plaza Drive (just west of Jerome Avenue, separated via median) and West 170th Street (two corners).

Urban Design along Streetscapes (Block Faces)

In addition to contributing to new bulk, height, and streetscape improvements at intersections, the Proposed Actions would also lead to similar urban design changes evident along the remaining block faces comprising the streetscapes in the primary study area. A pedestrian is likely to perceive changes to streetwall continuity, uniformity of setbacks, and landscaping, for example, because these elements of urban design may establish cohesiveness among buildings that although separate and potentially of varying architectural style, still share and contribute to the overall form of the streetscape. The presence of such cohesiveness in urban design may contribute to a pleasant pedestrian experience.

Given that no specific designs for the sites in the With-Action condition are available, this urban design assessment is not concerned with particularities of individual building designs, such as architectural styles, wall surface treatments, etc., as related to the projected or potential development sites. Rather, this assessment focuses on determining the extent to which the Proposed Actions would be expected to contribute to a continuous and cohesive streetscape with the build-out of Projected and potential development sites in the future with the Proposed Actions. Following is a review of where and to what extent block frontages may change with the Proposed Actions.

The concentrations of new bulk and height with the projected development sites would primarily be at intersections. Excluding instances already accounted for previously in the discussion of urban design at

intersections, there is one block with frontages that would be substantially developed with the development of two or more adjacent projected development sites and/or contiguous sites (directly opposite one another on two sides of the same street). In the River Avenue corridor, nearly the entire block frontages on both the east and west sides of River Avenue, between East 167th Street on the north and McClellan Street on the south, would be developed with Projected Development Sites 41, 42, 43 and 44; this development of contiguous block frontage for would be adjacent to and therefore a continuation northward from the intersection of McClellan Street and River Avenue described previously.

Similarly, assuming continuous streetwall is shared with the new developments that would be constructed adjacent to one another, these effects of streetwall continuity introduced by new development with the Proposed Actions would also be concentrated at intersections. However, to the extent that projected development sites will be developed throughout the primary study area, it is likely that they will contribute by way of "infill," thus replacing existing vacant lots/parking areas with buildings that would thereby continue the streetwall that may already be present with existing buildings on either side, which would be expected to remain in place were only the projected development sites constructed.

Assuming all the potential development sites would be developed, as well, then many block frontages throughout the entire primary study area would be completely – or nearly completely – redeveloped, thereby extending with some degree of continuity to/from the intersections described previously as being substantially redeveloped with the Proposed Actions. Existing development would be expected to remain in place in several instances as well, both on some corners, as discussed previously, and also midblock, wherever neither Projected nor potential development sites have been identified.

In general, the more extensive redevelopment of block frontages that would be expected with the development of the potential development sites sometime after the analysis year area would affect all but a few blocks throughout the entire primary study area, and would comprise much of the entire length of the Jerome Avenue corridor and the River Avenue corridor, which together form the north-south "spine" of the rezoning area along the elevated 4-train (and the effective "width" for much of the primary study area). (See previous Figure 8-12, "Proposed Actions – Projected and Potential Development Sites.") In addition to the nearly wholesale redevelopment of the Jerome Avenue corridor with greater building bulk and height, and effective continuity of streetwall, similar substantial change to urban form would occur at several other multi-block extents of streetscape:

- Most of the south side of Burnside Avenue in the primary study area would redeveloped with adjacent/contiguous projected and potential development sites.
- Most of the south side of East 170th Street, east of Jerome Avenue in the primary study area would entirely redeveloped with adjacent/contiguous projected and potential development sites, as would be a fair portion of the northern side of East 170th Street, at the eastern extent

within the primary study area; most of the north side of East 170th Street, west of Jerome Avenue in the primary study area would redeveloped with adjacent/contiguous projected and potential development sites.

- Most of the south side of Burnside Avenue in the primary study area would be redeveloped with adjacent/contiguous projected and potential development sites.
- The northern end of the portion of Inwood Avenue in the primary study area (just south of the Cross Bronx Expressway) would be would substantially redeveloped with adjacent/contiguous projected and potential development sites, and the east side of Inwood Avenue between Macombs Road and West Clarke Place (edge of the M1-2 zoning district that is excluded from the rezoning area) would be nearly redeveloped with adjacent/contiguous projected and potential development sites.
- Several entire block frontages along Edward L. Grant Highway and Jerome Avenue, north of their intersection as described previously, would be redeveloped with adjacent/contiguous projected and potential development sites.
- Block frontages on the west side of River Avenue, north of Mullaly Park, and on the east side between East 167th Street and East 165th Street would be redeveloped adjacent/contiguous projected and potential development sites; and, given the through-block lots of Projected Development Site 45 and Potential Development Sites 100 and 101, most of the western frontage of Gerard Avenue (east of River Avenue), between McClellan Street and East 165th Street would be entirely redeveloped.

Urban Design Continuity throughout Primary Study Area

Compared to the No-Action conditions, the development of projected development sites would introduce relative clustering of new buildings that would, together, contribute new height and bulk within particular areas of the primary study area. This clustering would occur primarily five areas and around 18 intersections, which comprise a series of nodal reference points for the urban design throughout the primary study area.

The most substantial potential effect to urban design, however, would likely occur sometime after the analysis year, when all potential development sites have been developed, together with the projected development sites. With the potential development sites, the urban design would be changed throughout the primary study area. Although not every property within the primary study area would be redeveloped as either a projected or potential development site, many would be redeveloped, even if sometime after the analysis year. The effect would be the establishment of urban design

characterized by buildings of height and bulk that would be consistent throughout the primary study area and in particular, consistent throughout the combined north-south Jerome Avenue and River Avenue corridors that are both the spine of the rezoning area (and not much less than the entire width of the rezoning area) and also the corridor served directly by the elevated 4-train subway line that follows it.

This substantial alteration of urban design would be perceptible to the pedestrians throughout the streetscapes of the rezoning area, and in particular it would define the experience of the pedestrian at almost any point along Jerome Avenue or River Avenue in the Primary study area. Further, streetwall consistency, in particular, will be readily apparent as part of the broader urban design continuity in numerous instances where given that the new buildings developed on projected and potential development sites with frontage extending for nearly half of an entire block.

In addition, the passenger on the elevated 4-train traveling along this corridor would perceive these same changes to urban design; though views from within a moving subway car, given the speed of travel as well as given the limitations of confined views through windows, are not comparable to the experience of the pedestrian at street level, the 4-train passenger would also perceive the clusters of development that would result with the projected development sites. Moreover, the subway passenger may experience the full extent of the change to urban design resulting with the Proposed Actions in a way that would not be experienced by a pedestrian at street level who may not be walking similar distances along the corridor.

With the full development of all the potential development sites, the continuity of urban design that would characterize much of the urban design of the primary study area with the Proposed Actions, would likely be directly perceptible to the passenger of the 4-train during a single ride in a way that it would not be perceived by the pedestrian on the sidewalk whose experience is more localized. In all, the 4-train passenger – who reasonably, is also a pedestrian moving to and from the subway service, in addition to being a passenger – would experience the continuity of building heights and bulk, and perhaps architectural style, finishes, etc., in a way that would continue to inform their pedestrian experience while not a passenger on the train. Thus, not only would the urban design be consistent with the Proposed Actions, the pedestrian/subway passenger experience of it would also be consistent and more complete than may be possible in other parts of the city.

Open Space and the Streetscape

As described previously in this chapter (and as described in Chapter 5, “Open Space”), variety of open spaces is present within the vicinity of the project. As described following in this section, 32 open spaces are within or adjacent to the primary study area. These open space resources are considered

here as elements of urban design in the primary study area. This portion of the assessment identifies the parks contributing to streetscapes comprising the primary study area and considers whether the construction of potential and/or projected development sites in the vicinity of these resources with the Proposed Actions would alter the aesthetic character of each park, and its contribution of the aesthetic character of the streetscape. (The potential effects to open spaces constituting visual resources that are part of identified view corridors are discussed in the separate assessment of visual resources providing following, in this chapter.)

The following public open spaces that contribute directly to primary study area streetscapes (i.e., open spaces that have street frontage experienced by the pedestrian on the street) are located within or adjacent to the primary study area[3]:

- **Aqueduct Walk** (#54), follows the western side of Aqueduct Avenue, and is near the rezoning area in the vicinity of West 183rd Street and in the vicinity of West Burnside Avenue (see also #14 Aqueduct Walk, following in this list); the aesthetic character of this park would not be altered by the development in the rezoning area across the street to the east (Potential Development Site 7), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions. (This open space resource is also included in the discussion of potential effects to open space elements as part of urban design in the secondary study area, provided following in this section.)

- **I.S. 206** (#5NA), located on the north side of West 183rd Street, west of Grand Avenue; the aesthetic character of this park would not be altered by the development across the street to the south (Potential Development Sites 7 and 8), and its contribution of the aesthetic character of streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Jardin de Las Rosas (community garden)** (#6NA), located on the north side of Buchanan Place, west of Jerome Avenue (just outside of but adjacent to the rezoning area); the aesthetic character of this park would not be altered by the development across the street to the southeast (Potential Development Site 9), and its contribution of the aesthetic character of the

[3] The open space resources listed in order from north to south and are numbered according to the manner in which they are identified and presented in Chapter 5, "Open Space"; superscript "NA" (#NA) indicates the numbers correspond to the list of Open Space Resources included in the Qualitative Analysis, and which may not be accessible, though they may still contribute to the aesthetic character of adjacent/vicinity streetscape(s). (** Note that Corporal Fischer Park is listed in the table of open spaces mapped, based on existing conditions, as a resource to be considered in the Qualitative Analysis; with the Proposed Actions, however, Corporal Fischer Park would become publicly accessible and has been included in the Quantitative Analysis presented in Chapter 5, "Open Space.")

streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions. (Potential Development Site 6 would be located north of the garden, and not as part of the Buchanan Street streetscape.)

- **Walton Park** (#10), located on the south side of East 181st Street, east of Jerome Avenue (just outside of but adjacent to the rezoning area); the aesthetic character of this park would not be altered by the development across the street to the northwest (Projected Development Site 7), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions. (Potential Development Site 15 would be located directly west, but would not be component of the same streetscape.)

- **MARC Academy and Family Center** (#16NA), located on the west side of Jerome Avenue, south of 181st Street; this open spaces comprises a playground that is part of Potential Development Site 16, and as such could be removed/relocated along with MARC Academy Family Center it serves if this site were developed. The removal of this playground, which comprises playground equipment but no vegetation or other unique contribution to the aesthetic character of the streetscape would not represent a significant adverse impact to urban design.

- **Devanney Triangle** (#16), located on the south side of East Burnside Avenue, east of Creston Avenue; the aesthetic character of this park would not be altered by the development across the street to the north (Projected Development Site 12), and its contribution of the aesthetic character of the wide Burnside Avenue streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Mount Hope Garden** (#26NA), located on Creston Avenue, south of East Burnside Avenue; no Projected or Potential Development Site would be located within the same block segment of this streetscape, and so the aesthetic character of this park would not be altered with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Aqueduct Walk** (#14), extends south from 54 (previous in this list), and is adjacent to the rezoning area on the south side of West Burnside Avenue, west of Harrison Avenue; the aesthetic character of this linear park would not be altered by the development across the street to the north (Potential Development Site 20) or the adjacent development to the east (Potential Development Site 21), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Leave It Better Kids' Garden** (#27[NA]), located on the north side of West Tremont Avenue, west of Davidson Avenue; the aesthetic character of this park would not be altered by the development about one-half block to the east (Potential Development Site 37), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Mount Hope Playground** (#19), located on the north side of East 177th Street, east of Jerome Avenue; the aesthetic character of this park would not be substantially altered by the adjacent development to the west (Potential Development Site 42), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Bronx School of Young Leaders** (#29[NA]), located on the north side of West 177th Street, west of Jerome Avenue; the aesthetic character of this park would not be altered by the adjacent development to the northwest (Potential Development Site 40), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **P.S. 306 playground** (#12), located on the north side of West 177th Street, west of Jerome Avenue; the aesthetic character of this park would not be altered by the adjacent development to the northwest (Potential Development Site 40), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Jennie Jerome Playground** (#24), located on the west side of Jerome Avenue and on the north side of the Cross Bronx Expressway; no Projected or Potential Development Site would be located within the same block segment of this streetscape, and so the aesthetic character of this park would not be altered with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Featherbenches** (#25), located on the south side of Featherbed Lane, west of Jerome Avenue; no Projected or Potential Development Site would be located within the same block segment of this streetscape, and so the aesthetic character of this park would not be altered with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **An unnamed open space** (#66[NA]), located on the south side of Featherbed Lane, west of Jerome Avenue; no projected or potential development site would be located within the same block segment of this streetscape, and so the aesthetic character of this park would not be altered

with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Jerome Playground South** (#23), located on the east side of Jerome Avenue, and on the south side of the Cross Bronx Expressway; the aesthetic character of this park would not be altered by the development across the street to the west (Potential Development Site 49), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Inwood Park** (#26), located on the north side of West Mount Eden Avenue, and on the south side of the Cross Bronx Expressway, west of Jerome Avenue; the aesthetic character of this park would not be substantially altered by the adjacent development to the east (Potential Development Site 49), nor by the development of Projected Development Site 21 and Potential Development Site 50 across the street to the south, and so its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Goble Playground** (#34), located on the south side of Goble Place, the west side of Inwood Avenue, and the east side of Macombs Road; the aesthetic character of this park would not be altered by the development across the street to the northeast (Potential Development Site 52), nor substantially altered by development of Potential Development Sites 53 and 53 to the south and southeast, respective, and so its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Mount Eden Malls (Greenstreet)** (#46NA), is the median located on East Mount Eden Avenue, east of Walton Avenue (extending east to the Grand Concourse); no projected or potential development site would be located within the same block segment of this streetscape, and so the aesthetic character of this park would not be altered with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **P.S. 64 playground** (#31), located on the east side of Townsend Avenue and on the south side of East 171st Street; no Projected or Potential Development Site would be located within the same block segment of this streetscape, and so the aesthetic character of this park would not be altered with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Keltch Park** (#32), comprises most of the two irregularly configured blocks on the west side of Jerome Avenue, the east side of Plaza Drive, and the south side of Macombs Road; located with frontage on the north and south sides of West 170th Street, which effectively bisects the mapped park area; the aesthetic character of this park would not be altered by the development across the street to the west (Potential Development Sites 7, 84, and 85) nor by the development across the street to the east (Projected Development Site 27 and Potential Development Sites 62 and 63), and so its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Greenstreet** (#59NA), between the outer-most east-bound and west-bound local lanes of the East 170th Street; the aesthetic character of this Greenstreet would not be altered by the development across the street to the north (Projected Development Site 70 and Potential Development Site 69), nor by development across the street the south (Potential Development Site 68), and so its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Plimpton Playground** (#37), comprising an irregular block surrounded by Edward L. Grant Highway on the west, the Cross Bronx Expressway on the north, and Plimpton Avenue on the east; the aesthetic character of this park would not be altered by the development across the street to the west (Potential Development Site 83) or to the southwest (Potential Development Site 82), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions. (Potential Development Site 15 would be located directly west, but would not be component of the same streetscape.)

- **Bridge Playground** (#39), comprising an irregular block surrounded by the Cross Bronx Expressway to the north; Boscobel Place on the southwest, University Avenue on the southeast, and Ogden Avenue on the east; the aesthetic character of this park would not be altered by the development across the street to the east (Potential Development Site 83), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Greenstreet** (#70NA), comprising medians on the Edward L. Grant Highway; the aesthetic character of these Greenstreet medians would not be altered by the development on either side of Edward L. Grant Highway (Projected Development Sites 31, 32, 36, 37, 38, and 39 and Potential Development Sites 76, 78, 79, 80, 82, and 83), and the collective contribution of these Greenstreet medians to the aesthetic character of the streetscape with the Proposed Actions

would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Ogden Plimpton Playground** (#43), located on the Plimpton Avenue, south of the Cross Bronx Expressway; the aesthetic character of this park would not be altered by the development across the street to the northeast (Potential Development Site 80), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions. (This open space resource is also included in the discussion of potential effects to open space elements as part of urban design in the secondary study area, provided following in this section.)

- **Corporal Fischer Park** (#80**), located on the south side of West 170th Street and the east side of Nelson Avenue; also, a portion on the southern end of the same block, with frontage on West 169th Street; this park will be subject of mapping actions as part of the Proposed Actions, however, no projected or potential development site would be located within the same block segment of this streetscape, and so the aesthetic character of this park would not be altered with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Greenstreet** (#88NA), comprising a mid-intersection triangle with Jerome Avenue on the west, Gerard Avenue on the east (the northern extent of Gerard Avenue); and East 169th Street on the south; the aesthetic character of this park would not be altered by the development across the street to the northwest (Potential Development Site 89), and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **P.S./I.S. 218** (#113NA), located on the Walton Avenue, south of East 168th Street; no projected or potential development site would be located within the same block segment of this streetscape, and so the aesthetic character of this park would not be altered with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Greenstreet** (#83NA), comprising a mid-intersection triangle surrounded by three lanes of Jerome Avenue, which meets the southern extent of Shakespeare Avenue; the aesthetic character of this greenstreet ("triangle") would not be altered by the development surrounding it across from it on opposite sides of the intersecting streets that form this triangular mid-intersection open space (Projected Development Site 40 and Potential Development Sites 90, 91, 92, 93, 94, and 95), and its contribution of the aesthetic character of the streetscape with

the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Mullaly Park (includes Greenstreet)** (#45), comprises a large block between McClellan Street on the north, River Avenue on the east, Jerome Avenue on the west, and East 164th Street on the south (Yankee Stadium located on the block south of East 164th Street); the aesthetic character of this park would not be substantially altered by the development across the street to the northeast (Projected Development Site 44) and across the street to the east (Projected Development Site 45 and Potential Development Sites 100 and 101), and so its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions. (This open space resource is also included in the discussion of potential effects to open space elements as part of urban design in the secondary study area, provided following in this section.)

Thus, excluding the removal of one playground area associated with the MARC Academy and Family Center (#16NA), the Proposed Actions would not alter the character of any park within or adjacent to the primary study area. The potential removal of the MARC Academy and Family Center playground (with the development of Potential Development Site 16), which comprises playground equipment but no vegetation or other unique contribution to the aesthetic character of the streetscape would not represent a significant adverse impact to urban design.

Further, although there may be increased shadows at some parks with the Proposed Actions (see Chapter 6, "Shadows"), the increased shadow would not be expected to alter the character of these parks, nor, specifically, their contribution to the pedestrian experience of the streetscape. Therefore, no significant adverse impacts related to open space resources as a component of urban design in the primary study area would result with the Proposed Actions. (See the subsequent review of open space resources as components of view corridors in Section 8.5, "Detailed Assessment: Part II – Visual Resources.)

Historic Resources and the Streetscape

As described previously in this chapter (and as described in Chapter 7, "Historic and Cultural Resources") the primary study area extends into parts of two historic districts that are otherwise mapped primarily east of the rezoning area, in the secondary study area. These two districts are the Morris Avenue Historic District and the Grand Concourse Historic District. Given that both historic districts are mapped almost entirely outside the rezoning area, the potential effects assessment, as it relates to these historic districts and their urban design, are examined in the subsequent section in this chapter where potential

effects of the Proposed Actions are discussed for the secondary study area. (Please refer to Chapter 7 for the discussion of potential effects related to historic resources.)

Conclusion – Urban Design Effects Assessment (Primary Study Area)

In conclusion, the Proposed Actions would not alter street pattern or block form in the primary study area, nor would there be any effects to open space to the limited extent that open space contributes to the aesthetic conditions of the primary study area. Further, there would be no adverse effects to any elements of urban design. Rather, the urban design effects associated with the Proposed Actions would be expected to result in positive effects to urban design in the study area by the analysis year, and would also be expected to facilitate continued improvement in years following.

Given the number of projected development sites expected to be developed within the primary study area corridor, a notable change to the overall urban design would be expected; specifically the development of these projected development sites would be expected to represent concentrations of land uses and building typologies, bulk, and height that would not otherwise be present in the future without the Proposed Actions. The forms of the buildings resulting with the Proposed Actions would contribute to the ongoing development of a coherent, consistent, and appropriate streetscape through unified streetwalls, setback controls in the vicinity of the elevated rail to ensure adequate air and light. It is expected that the urban design of this portion of the primary study area, and in particular the streetscapes comprising this corridor would be improved with the Proposed Actions.

In some cases, the development of the projected development sites, alone, would represent new bulk and height that would be dissimilar from adjacent uses that would be expected to continue in their existing form in primary study area. This inconsistency would not represent a significant adverse impact, however, as the effect of greater height and bulk on these sites represents the potential for great consistency and relationship of urban design to land uses that would be appropriately located in this transit-rich corridor were the potential development sites also developed at some point in the future (after the analysis year); thus, the Proposed Actions provide an assurance of bulk and height limits that would not otherwise be in effect without the Proposed Actions, and with the new zoning and related design control measures in place, the Proposed Actions are ensuring that new development would contribute positively to an appropriate urban design and pedestrian experience throughout the entirety of the primary study area.

However, to the extent that the projected development sites are clustered in certain areas, as described previously, there would be changes in building height and bulk and streetscapes that would represent a fair degree of urban design consistency by the analysis year. Such urban design consistency would be evident with the five projected development sites that would be constructed in the vicinities of Burnside Avenue and Tremont Avenue near the northern end of the primary study area, where there would also be a number of No-Action developments expected. Similarly, there would be five projected

developments sites at the southern end of the primary study area in the River Avenue corridor – which, though effectively replacing the No-Action development that would otherwise be constructed on these sites, would for their contiguous arrangement represent a consistency in building bulk and height in this area. In addition, just to the north of this portion of the River Avenue corridor, the five projected development sites that would be developed between the eastern end of the Edward L. Grant Highway corridor and the portion of the Jerome Avenue corridor to the east, together the No-Action development expected in the same general area, would be expected be among the more consistent streetscapes, in terms of bulk and height, in the future with the Proposed Actions.

Further, in addition to the concentrations of building bulk and height in these areas, it is expected that the development of the projected development sites would contribute to an improved streetscape form in these clusters, as well as throughout the primary study area at 17 intersections (eight of which would be improved substantially) and numerous block frontages. While the effective streetwall would not necessarily be continuous with the development of the projected development sites, alone, it would be improved over conditions in the future without the Proposed Actions, particularly with the redevelopment of unbuilt lots (parking lots or vacant lots) that would otherwise continue interrupt or in some cases, given their size and placement, prevent the formation of streetwall altogether.

Moreover, as discussed, although the potential development sites are less likely to be developed by the analysis year than the projected development sites, it is important to consider the potential development sites as a means of assessing the full potential for the Proposed Actions to affect urban design. As described previously throughout this assessment, the contribution of the potential development sites would be substantial and would effect, together with the development of the projected development sites the fairly wholesale, change to urban design throughout the entire primary study area that would be commensurate the intent of the Proposed Actions, as described in Chapter 1, to encourage development that is appropriate for this transit-rich corridor.

Finally, with regard to policy intent, both the projected and potential development sites would be subject to policy that, as described previously, would facilitate the diversification of land uses, which may be expected to alter urban form in terms of building bulk, typologies, as well as streetscape activity, with particular emphasis on permitting more intensive uses in two nodes to anchor the corridor and surrounding neighborhoods. The Proposed Actions would preserve zoning for heavy commercial and light industrial uses in areas to support mixed uses and jobs, thereby ensuring that the existing pattern of development related to manufacturing would be expected to continue in some form, in the future, as new types of uses may be developed in the vicinity. The Proposed Actions also have as their objective the creation of a walkable, inviting commercial corridor by promoting non-residential ground floor uses and diverse retail to support community needs. Further, the Proposed Actions would relate the types of use and form of development to the existing subway infrastructure, by creating special rules for new development along the elevated rail line to provide light and air along the corridor and ensure adequate distance between resident uses and the train. Finally, the Proposed Actions would ensure that any new

construction fits visually and architecturally into its surrounding neighborhood context. Overall, it appears that, in terms of effects to urban design, the Proposed Actions would support these policy intentions, which all together represent the potential desirable effects to urban design have been carefully considered.

The Proposed Actions would be expected to contribute positively though somewhat incompletely with the development of the projected development sites, alone, by the analysis year; but the overall long-term effect of the Proposed Actions on urban design would be substantial and positive, with the realization of consistent urban design elements, such as building bulk, height, streetwall, and the general aesthetic character of the streetscapes throughout the primary study area. Therefore, as there would be no adverse effects to any urban design elements in the primary study area, and as the Proposed Actions would by the analysis year establish a pattern of urban design that would be expected to continue to develop in a positive way throughout the future, the Proposed Actions would not result in significant adverse impacts to urban design in the primary study area; rather, the Proposed Actions would result in positive effects to urban design in the study area.

Secondary Study Area

Assessment

The Proposed Actions would not alter zoning designations within the secondary study area, and none of the Projected or potential development sites identified in the RWCDS are located in the secondary study area. The current mix of residential zoning districts and, the consistent development pattern that characterizes the established neighborhoods surrounding the rezoning area would remain, as described previously under "No-Action Conditions." Moreover, the Proposed Actions would not alter any street pattern or block formation or otherwise result in physical changes to the streets (including the characteristic step streets) in the secondary study area; nor would the Proposed Actions have any effect on significant built or natural features contributing to the urban design of the secondary study area. (Please also refer to the separate of assessment of visual resources, following in this chapter, for a discussion of significant built or natural features that may be part of identified view corridors.)

The pedestrian experience of streetscapes and urban design throughout nearly the entirety of the secondary study area would be unaffected by the Proposed Actions. For the most part, the rezoning area has been delineated through blocks rather than along streets; therefore most projected and potential development sites are not directly visible to pedestrians on surrounding streetscapes in the study area. As described previously in this section, the secondary study area streetscapes are generally completely developed and so the pedestrian view and experience would remain localized and not oriented toward the projected and potential development sites.

Though buildings that would be constructed on projected and potential development sites would be taller and have greater bulk than the buildings that would exist in the future without the Proposed Actions, they generally would not be visible to the pedestrian from the nearby secondary study area streetscapes where there are intervening buildings. However, there would also be a few instances near the primary study area, specifically where segments of the rezoning are boundary follow streets and there would be development of projected and/or potential development sites along these streets (thereby directly visible to the pedestrian in the secondary study area but standing across the street from the a projected or potential development sites).

The potential effects to urban design, as experienced by the pedestrian in the secondary study area, are described following:

Streets Adjacent to Rezoning Area

There would be perceptible changes to some secondary study area streetscapes in the immediate vicinity of the rezoning area, i.e., some of the streets forming the delineated boundary of the rezoning area and thus the point of divide between primary and secondary study areas. Locations where the rezoning area boundary follows roadways are as follows (listed north-to-south); Projected and potential development sites located on these segments of road are also listed:

- 184th Street, at the northern end of rezoning area: **Potential Development Sites 1 and 2** would be located on this streetscape;
- Aqueduct Avenue in the vicinity of West 183rd Street: **Potential Development Site 7** would be located on this streetscape;
- Walton Avenue, just north of East Burnside Avenue; though the rezoning area is not delineated along this street, as is the case with other street segments comprising this list, **Potential Development Site 28** would have frontage along Walton Avenue that would extend north from East Burnside Avenue, into the secondary study area;
- Davidson Avenue in the vicinity of West 181st Street: **Potential Development Sites 12 and 14** would be located on this streetscape;
- Davidson Avenue in the vicinity of West Tremont Avenue: **Potential Development Site 37** would be located on this streetscape;
- West 177th Street (on the block west of Jerome Avenue): **Potential Development Site 40** would be located on this streetscape;
- Inwood Avenue, between Mount Eden Avenue and Goble Place: **Projected Development Site 21** and **Potential Development Site 52** would be located on this streetscape;

- Macombs Road, south of Goble Place: **Projected Development Sites 23 and 24**, and **Potential Development Sites 53 and 58** would be located on this streetscape;

- Given the manner in which Edward L. Grant Highway bisects the localized street grid south of the Cross Bronx Expressway, and given the delineation of the rezoning area, **Potential Development Sites 78, 79, 80, 81, 82, and 83** would each have lot frontage on a small segment of street dividing the primary and secondary study areas;

- Given the irregular intersection of Jerome Avenue and Cromwell Avenue and the manner in which the rezoning area is delineated in that location, **Potential Development Site 93** would have limited frontage on the portion of Jerome Avenue comprising a portion of the primary study area boundary; and

- At the southernmost end of the primary study area, rezoning area is delineated with its western edge along River Avenue to the west, its southern edge along East 165th Street to the south, and its eastern edge would be mapped midblock between River Avenue and Gerard Avenue to the East; however, the Projected and potential development sites on this block are through-block lots and so **Projected Development Site 45** and **Potential Development Sites 100 and 101** would have frontages on both River Avenue and Gerard Avenue; in addition, Potential Development Site 101 would also have frontage on East 165th Street.

In each of these cases where some Projected and potential development sites would be constructed as part of a few streetscapes that are adjacent to the rezoning area, the construction of new buildings per the restrictions of the new zoning would provide localized improvement to the pedestrian experience of the streetscapes in the secondary study area, similar to such improvements described in greater detail, previously, for the primary study area, particularly consistency and continuity of streetwall.

Parks and Open Space Substantially Contiguous to Rezoning Area

Parks and other open space are other elements of urban design related to these streetscapes in the secondary study area that are near or adjacent to the primary study area. Publicly accessible open space is discussed in greater detail both in this chapter, with regard to the assessment of visual resources (i.e., publicly accessible open space that is part of identified view corridors), and also in Chapter 5, "Open Space." To the extent that some open space areas comprise part of the aesthetic character of these particular streetscapes in the secondary study area, they are discussed here:

- **Potential Development Site 7** would be located on the Aqueduct Avenue streetscape in the vicinity of West 183rd Street and would be constructed in the vicinity of Aqueduct Park (Open Space Resource #54); as discussed previously with regard to open space resources within or adjacent to the primary study area, the aesthetic character of this park would not be altered by the development in the rezoning area to the east, and its contribution of the aesthetic character

of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Potential Development Sites 12 and 14** would be located on the Davidson Avenue streetscape in the vicinity of West 181st Street. Grand Playground (Open Space Resource #8) is located approximately one-half block west, on the south side West 181st Street; the aesthetic character of this park would not be altered by the development in the rezoning area to the east, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- **Potential Development Site 80** on Plimpton Avenue, just south of the Edward L. Grant Highway, would be constructed in the vicinity of Ogden Plimpton Playground (Open Space Resource #43); as discussed previously with regard to open space resources within or adjacent to the primary study area, the aesthetic character of this park would not be altered by the development in the rezoning area to the east, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

- At the southernmost end of the primary study area, **Projected Development Site 45** and **Potential Development Sites 100 and 101** would have frontages on both River Avenue, directly across the street from Mullaly Park (Open Space Resource #45); as discussed previously with regard to open space resources within or adjacent to the primary study area, the aesthetic character of this park would not be altered by the development in the rezoning area to the east, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions.

Thus, no park in the secondary study area that is located along the same segment of streetscape as projected and/or potential development sites, would be affected by the Proposed Actions, and the contribution of each park to the aesthetic character of its respective streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions. As described in Chapter 5, "Open Space," no public open space in the secondary study area would be physically altered with the Proposed Actions (although there would be Mapping Actions associated with the Proposed Actions, related to the delineation of Corporal Fischer Park); further, as there would be no change to the open spaces sharing the same streets as Projected and/or potential development sites with the Proposed Actions, no significant adverse impacts related to open space resources as a component of urban design in the secondary study area would result with the Proposed Actions. (See the subsequent review of open space resources as components of view corridors in the assessment of visual resources provided following, in this chapter.)

Historic Resources (Historic Districts) Substantially Contiguous to Rezoning Area

In addition, as described in Chapter 7, "Historic and Cultural Resources," the rezoning area (primary study area) extends into parts of two historic districts that are otherwise mapped primarily east of the rezoning area, in the secondary study area. (Please refer to Chapter 7 for a discussion of potential effects to historic resources.) The Morris Avenue Historic District comprises one block-length of the Morris Avenue streetscape, between East 179th Street on the north and East Tremont Avenue on the south. The Grand Concourse Historic District comprises portions of blocks on both sides of the Grand Concourse between approximately the Cross Bronx Expressway on the northern end of the historic district to approximately McClellan Street; south of McClellan Street within the secondary study area the width of the historic district increases to include entire blocks (and the historic district continues beyond the secondary study area to the south).

Only in the vicinity of East 170th Street would any Projected or Potential Development Site be located proximate to one of these districts; Potential Development Sites 68 and 70, which are located at the eastern end of the rezoning area (within the primary study area) would be zoned R8A with the Proposed Actions, and buildings developed on these Sites would be approximately 13 to 14 stories (approximately 145 feet) in height and have an FAR ranging from 6.5 to 7.2, depending on use. Buildings of this height and bulk would be notably taller and have greater bulk than much of the development comprising that portion of the Grand Concourse district to the east.

However, if these site were developed, they would be part of the consistent urban form along the East 170th Streetscape to the west, in the primary study area, that would result with the Proposed Actions. Given their height and bulk, these two potential development sites would be visible to the pedestrian standing to the east of them, in the secondary study area and within the Grand Concourse Historic district; westward views from the Grand Concourse Historic District likely would also include views of other Projected and potential development sites, adjacent and proximate to Potential Development Sites 68 and 70, though further west along East 170th Street (inside the primary study area and outside the historic district).

This change to urban design the streetscape within the primary study area, as discussed previously in this section would be notable; however, although it would be visible from the Grand Concourse Historic District in the secondary study area, this change would not be perceived as a fundamental change to the pedestrian experience of streetscapes in the Grand Concourse Historic District. In particular, westward views along East 170th Street toward Potential Development Sites 68 and 70, would not be expected to alter the localized pedestrian experience in the vicinity of the Grand Concourse streetscape, itself; the pedestrian on the Grand Concourse would be at a slightly higher elevation than the rezoning area in the vicinity of East 170th Street, but intervening development would almost entirely preclude views of the rezoning area. (Please refer to Chapter 7 for a discussion of potential effects to historic resources.)

Distant Views toward Rezoning Area

Finally, some buildings constructed on the Projected and Potential Development sites may be visible from a distance, particularly in cases where there may be a rise in elevation affording more expansive views toward the primary study area overtop the development that immediately surrounds the rezoning area (e.g., from the neighborhoods at higher elevations to the west, in the secondary study area, but also possibly from points along the eastern edge of the secondary study area – east of the Grand Concourse). Such distant views would not affect the localized experience of pedestrians on streetscapes in those areas, but the pedestrian may be imbued with a greater sense of location and orientation in the broader Bronx landscape, if they are aware that the Projected and potential development sites are located along the Jerome Avenue and River Avenue corridors.

Conclusion – Urban Design Effects Assessment (Secondary Study Area)

In conclusion, the Proposed Actions would not alter zoning designations within the secondary study area, nor affect the current mix of residential zoning districts and established development pattern that characterizes the neighborhoods surrounding the rezoning area. Further, as described in Chapter 2, new development anticipated within the primary study area as a result of the Proposed Actions would not disrupt the existing pattern of development in the surrounding area. The Proposed Actions would not alter any street pattern or block formation or otherwise result in physical changes to the streets in the secondary study area; nor would the Proposed Actions have any effect on significant built or natural features contributing to the urban design of the secondary study area. The pedestrian experience along most secondary study area streetscapes in the vicinity of the (within a couple blocks of) the rezoning area would not be affected by the Proposed Actions.

While some Projected and potential development sites would be constructed as part of a few streetscapes that are adjacent to the rezoning area, as described in this section, the construction of new buildings per the restrictions of the new zoning would provide localized improvement to the pedestrian experience of the streetscapes in the secondary study area, similar to such improvements described in greater detail, previously, for the primary study area, particularly consistency and continuity of streetwall.

In addition, the localized pedestrian experience along streetscapes at greater distances from the rezoning area also would not be affected by the Proposed Actions. To the extent that pedestrians may be afforded distant views toward the buildings constructed on the Projected and potential development sites in the future with the Proposed Actions, such views would likely provide the viewer with a sense of location relative to the Jerome Avenue and River Avenue corridor and the 4-train service located there.

Overall, the pedestrian experience of urban design in the secondary study area would either be unaffected by or improved with the Proposed Actions; therefore the Proposed Actions would not result in significant adverse impacts to urban design in the secondary study area.

PART II – VISUAL RESOURCES

Introduction

A visual resource is defined as the visual connectivity shared between the public realm and significant natural or built features, affording the pedestrian views of the waterfront or natural resources, public parks, landmark structures or districts, and/or otherwise distinct views of buildings. Therefore, the visual resources assessment is informed by other analyses prepared for this EIS, including Chapter 5, "Open Space," and Chapter 7, "Historic and Cultural Resources." As described in these chapters, there are numerous open space resources and several historic resources, including historic districts, which contribute to the aesthetic character of the primary study area, and that of its surroundings.

The potential effects to open space resources, such as those related to shadow effects or indirect effects related to the utilization of open space resources, are discussed separately in Chapter 5. Similarly, potential effects to historic resources are discussed separately in Chapter 7. The visual resources assessment, however, is concerned with potential changes to view corridors that could result in the development of the projected and potential development sites, all of which are located within the Rezoning Area. Therefore, the visual resources assessment begins with identifying view corridors that could be altered as a result of development on projected and potential development sites.

The first step in conducting the assessment is to delineate an appropriate study area, within which visual resources may be identified. In order to delineate an appropriate study area for the Proposed Actions, several factors are considered, including the extent of the rezoning area, which comprises the total area within which new development would be expected as a result of the Proposed Actions, which could obstruct or otherwise affect view corridors; the development context of the rezoning area and surrounding neighborhoods wherein both the visual resources and the view corridors connecting them would be identified; and the topography of the area, because view corridors may be affected by changes in elevation.

The second step is to identify the potential visual resources in the study area and then determine whether they currently share visual connectivity with the public realm, as experienced by the pedestrian, in the vicinity of the projected and potential development sites. Then the future No-Action conditions of the visual resources and view corridors are determined; specifically, the No-Action

conditions are concerned with whether the same visual resources and view corridors would be available in the future without the Proposed Actions, and whether their character would differ from or be similar to existing conditions. Also, any new visual resources that may be developed in the future without the Proposed Actions, such as open spaces, are also identified. Finally, the visual resources assessment determines whether the development at projected and potential development sites would be visible as part of the view corridor, and if so how it would affect it (i.e., fully or partially obstruct the view corridor, or substantially alter the aesthetic character associated with the view corridor and the pedestrian enjoyment of the visual resources.

Visual Resources Study Area

The Rezoning Area is located within a part of the Bronx, in New York City, that is substantially developed as an urban environment. While the Rezoning Area may include lots that are "underdeveloped," in terms of full potential, as described in Chapter 1, "Project Description," and Chapter 2, "Land Use, Zoning, and Public Policy," the pedestrian experience throughout the rezoning area and surrounding neighborhoods is one comprised primarily of built streetscapes.

The visual character of the limited views experienced by the pedestrian within the Rezoning Area are defined primarily by the buildings of the Jerome Avenue streetscape, as well as the elevated subway line that follows above Jerome Avenue for the length of the rezoning area. From within the Jerome Avenue streetscape, the pedestrian views are limited to about two blocks along the side of the street (either the eastern or western side of Jerome Avenue) on which the pedestrian is standing, and only the first and second floors of buildings directly on the side of Jerome Avenue opposite the pedestrian are visible, given the presence of the elevated subway line.

Therefore, 1) given that the rezoning area generally comprises a single streetscape in width north of the Cross Bronx Expressway and no more than two or three streetscapes in width south of the Cross Bronx Expressway; and 2) given that pedestrian views are limited generally to two blocks due to intervening development, the study area for visual resources may be delineated as the rezoning area together with the surrounding area in a radius of approximately two blocks.

However, topography also may affect the manner in which the study area is delineated. There is a notable change in elevation to the immediate west of Jerome Avenue. The neighborhood areas to the west of the Jerome Avenue, including portions of University Heights, Morris Heights, and Highbridge comprise development (primarily residential) on a ridge that effectively separates Jerome Avenue from the Harlem River, which is between one-quarter and one-half mile west of the Rezoning Area. As a result, those streets in these neighborhoods, which run parallel to Jerome Avenue are at a higher elevation than much of the rezoning area. The pedestrian experience in these streetscapes remains largely confined to the envelope established by the existing development, with no midblock views toward the rezoning area. However, the pedestrian is afforded clear and largely unobstructed views to

portions of the rezoning area – and also to areas east of the rezoning area – from locations along east-west streets from several blocks west of Jerome Avenue. Therefore, the visual resources study area may extend further west (e.g., more than two blocks) along east-west streets.

Visual Resources Inventory

Historic Resources

In addition, as described in Chapter 7, "Historic and Cultural Resources," the rezoning area (primary study area) extends into parts of two historic districts that are otherwise mapped primarily east of the rezoning area, in the secondary study area. (Please refer to Chapter 7 for a discussion of potential effects to historic resources.) The Morris Avenue Historic District comprises one block-length of the Morris Avenue streetscape, between East 179th Street on the north and East Tremont Avenue on the south. The Grand Concourse Historic District comprises portions of blocks on both sides of the Grand Concourse between approximately the Cross Bronx Expressway on the northern end of the historic district to approximately McClellan Street; south of McClellan Street and outside of the rezoning area the width of the historic district increases to include entire blocks (the historic district continues beyond the secondary study area to the south). As discussed previously in the detailed assessment of urban design, the aesthetic character of the Grand Concourse Historic District streetscapes would not be significantly or adversely affected by the Proposed Actions. The change to urban design in the vicinity of the historic district, as discussed previously would be notable and visible from the Grand Concourse Historic District, but the change would not be perceived as a fundamental change to the pedestrian experience of streetscapes in the Grand Concourse Historic District. In particular, westward views along East 170th Street toward Potential Development Sites 68 and 70, would not be expected to alter the localized pedestrian experience in the vicinity of the Grand Concourse streetscape, itself. (Please refer to the discussion of Step Streets and Related View Corridors, presented following in this section, in the Assessment of Potential Effects to Visual Resources/View Corridors.)

Open Space Resources

The inventory of open space resources, which may be considered visual resources and which may constitute part of a view corridor are listed as follows, and are categorized by type of open space[4]:

[4] The open space resources listed in order from north to south and are numbered according to the manner in which they are identified and presented in Chapter 5, "Open Space"; superscript "NA" (#NA), and which may not be accessible, though they may still contribute to the aesthetic character of adjacent/vicinity streetscape(s). (** Note that Corporal Fischer Park is listed in the table of open spaces mapped, based on existing conditions, as a resource to be considered in the Qualitative Analysis; with the Proposed Actions, however, Corporal Fischer Park would become publicly accessible and has been included in the Quantitative Analysis presented in Chapter 5, "Open Space.")

- **12 Greenstreets or other areas without seating:** An unnamed landscaped area (#22[NA]); An unnamed area between Cross Bronx Expressway, Featherbed Lane, and Jerome Avenue (#66[NA]); An unnamed area at West Mount Eden Avenue, between Macombs Road and Inwood Avenue (#62[NA]); Townsend Walk (#37[NA]); Walton Walk (#38[NA]); Walton Slope (#39[NA]); Greenstreet at Edward L. Grand Highway, south of Cross Bronx Expressway (#70[NA]); Corporal Fischer Park (#80**); Greenstreet at Gerard Avenue and Jerome Avenue (#88[NA]); Greenstreet at Jerome Avenue and Edward L. Grant Highway (#83[NA]); Greenstreet at Jerome Avenue and Shakespeare Avenue (#84[NA]); and Jerome Slope (#69).

- **19 School Playgrounds:** P.S. 33 (#1[NA] and #2[NA]); M.S. 399 (#3[NA] and #4[NA]); I.S. 206 (#5[NA]); P.S. 279 (#11 and #17); P.S. 306 (#12); Bronx School of Young Leaders (#29[NA]); P.S. 236 (#42[NA]); I.S. 117 (#43[NA]); P.S. 64 (#31); Macombs J.H.S. 82 (#32[NA]); P.S. 199 (#71[NA]); P.S./I.S. 218[NA] (#110[NA], #111[NA], #112[NA], and #113[NA]); and (#118[NA]) P.S. 073.

- **17 Other Playgrounds:** Walton Park (#10); MARC Academy and Family Center (#16[NA]); at Morris Avenue Housing (#18[NA]); Mount Hope Garden (#26[NA]); Grand Playground (#8); Davidson Playground (#9); Mount Hope Playground (#19); Graham Windham Early Learning (#31[NA]); Jennie Jerome Playground (#24); Jerome Playground South (#23); Goble Playground (#34); West Bronx Recreation Center (#35); Plimpton Playground (#37); Bridge Playground (#39); Ogden Plimpton Playground (#43); Sacred Heart School and Head Start (#117[NA]); and an unnamed playground at 1325 Walton Avenue (#115[NA]).

- **4 Community Gardens:** Jardin de las Rosas (#6[NA]); Leave it Better Kids' Garden (#27[NA]); 176th Street Community Garden (#45[NA]); and Townsend Garden (#44[NA]).

- **5 Outdoor seating areas:** Devanney Triangle (#16); Featherbenches (#25); Strip/Greenstreet at Cross Bronx Expressway, Featherbed Lane, Inwood Avenue, and Macombs (#63[NA]) Road; An unnamed area at Cross Featherbed Lane, Macombs Road, and Jessup Avenue (#65[NA]); and Martin Luther King Triangle (#4).

- **5 Other Public Park areas:** Aqueduct Walk (#14) and (#54); Morris Garden (#15[NA]); Inwood Park (#26); and Mullaly Park (#45).

Of the 62 Open Space resources listed above, most are not of a type that would be affected by changes to their visual environs or general changes to the urban design of the surrounding area, which is, as described previously in this chapter, characterized by established urban development:

- **Greenstreets** and other areas that do not have seating may be landscaped and thereby provide the pedestrian with a sense of visual "relief" while passing through the otherwise urban

environment, particularly along roadways. The experience of these open spaces is localized and typically short in duration; however, their contribution to the aesthetic character of surrounding streetscapes was assessed previously in urban design. Areas such as these in the study area typically contrast with the paved streets and automobile activity that otherwise the streetscapes where they are located. They generally are not dependent on the surrounding environs to complement their aesthetic and therefore not affected by changes to the established urban context that surrounds them. Therefore, no Greenstreets identified in the inventory above are considered further in the visual resources assessment, with the exception of Jerome Slope, which is component to a step street at West 165th Street, which is discussed further in this section.

- **Playgrounds**, if not changed directly by the Proposed Actions may be affected by shadows, or air quality or noise impacts, as described separately in Chapter 5, "Open Space," and Chapter 6, "Shadows." The aesthetics of surrounding streetscapes is not a character defining feature of playgrounds included in this inventory, primarily by virtue of the fact that these playgrounds are designed so that the attention of children and attendant guardians is directed inward to the playground facilities, rather than outward to the surrounding streetscapes. However, the contribution of playgrounds to the aesthetic character has been assessed previously in the detailed analysis of urban design. Five of the playgrounds listed above, however, were not considered, in the urban design analysis, as they were not near a projected or potential development site (Morris Avenue Housing, Grand Playground, Davidson Playground, West Bronx Recreation Center, and Sacred Heart School and Head Start). None of the identified playgrounds are component to view corridors between them and other visual resources. Therefore, no playgrounds identified in the inventory above are considered further in the visual resources assessment.

- **Community gardens** and similar areas within the study area may provide benches and passive recreation space that allows visitors to view the surrounding streetscapes. However, as with playgrounds, users of community garden areas also tend to focus their attention on the garden area itself, which offers recreation in the form of gardening activity. Community gardens in the study area comprise spaces between buildings and in addition to providing the neighborhood with recreational use, provide visual relief to the pedestrian experience on the surrounding sidewalk; thus, their contribution to the aesthetic character has been assessed previously in the detailed analysis of urban design. Two of these gardens were not considered, in the urban design analysis, as they were not near a Projected or Potential Development site (176th Street Community Garden and Townsend Garden). However, as these garden areas are not component to any identified view corridors, they are not considered further in this assessment of visual resources.

Several open space resources in the study area are component to visual resources view corridors, including Aqueduct Walk, Devanney Triangle, Mount Hope Garden, Featherbenches, Jerome Slope, and Mullaly Park. These open space resources are discussed in the assessment of potential effects to visual resources/view corridors, following:

Assessment of Potential Effects to Visual Resources/View Corridors

View Corridors including Historic Resources

The Morris Avenue Historic District is not component to any view corridor including any open spaces or other historic districts. Therefore, no further assessment of this district, as a visual resource, is warranted.

As discussed previously in the detailed assessment of urban design, the aesthetic character of the Grand Concourse Historic District streetscapes would not be significantly or adversely affected by the Proposed Actions. The change to urban design in the vicinity of the historic district, as discussed previously, would be notable and visible from the Grand Concourse Historic District, but the change would not be perceived as a fundamental change to the pedestrian experience of streetscapes in the Grand Concourse Historic District. In particular, westward views along East 170th Street toward Potential Development Sites 68 and 70, would not be expected to alter the localized pedestrian experience in the vicinity of the Grand Concourse streetscape, itself. View corridors within this historic district, such as along the Grand Concourse, itself, or along any of its component streetscapes would not be affected by the Proposed Actions. Further, there are no other potential visual resources identified in the inventory above that would be visible from the historic district, except for the Greenstreet medians along East 170th Street; while these would not comprise visual resources for the reasons outlined previously in this section, it is noted that their contribution to that portion of the Grand Concourse Historic District streetscape would remain unaffected with the Proposed Actions, which would result in development to the west, which therefore would not interrupt this view corridor between the Greenstreet and the Grand Concourse Historic District. Therefore, the Proposed Actions would not result in significant adverse impacts to view corridors including historic resources.

View Corridors including Open Space Resources

Aqueduct Walk (#14[5] and #54)

Aqueduct Walk follows a portion of the Croton Aqueduct System, which in the vicinity of the rezoning area is underground. Much of the mapped open space area overtop the State- and National Register listed structure, which is also a designated New York City Landmark, comprises native grass and a narrow worn dirt footpath. (Please refer to Chapter 7, "Historic and Cultural Resources," for further discussion of the aqueduct as a historic resource.)

For most of its extent within the vicinity of the rezoning area, Aqueduct Walk is located about three blocks to the west of Jerome Avenue, and generally at a slightly higher elevation than the rezoning area. However, as described in Chapter 5, "Open Space," the rezoning area extends to points near Aqueduct Walk in the vicinity of West 183rd Street, West Burnside Avenue, and just south of the Cross Bronx Expressway near Edward L. Grant Highway. It is only in these same general locations that the rezoning area, and potential development sites in particular, would be visible from Aqueduct Walk; in these locations, the Aqueduct Walk is not component to view corridors that include other visual resources. Rather, the context of Aqueduct Walk is fully developed, and so the introduction of new development in the rezoning area would not substantially alter the surrounding landscape of this visual resource or impede views of other resources. Therefore, the Proposed Actions, though potentially resulting in development that would be visible from points within Aqueduct Walk, would not result in significant adverse impacts to this visual resource. (As described in Chapter 5, "Open Space," the Proposed Actions would not result in any direct impact to Aqueduct Walk, nor would the Proposed Actions result in a significant adverse impact to the below-grade historic aqueduct structure, as described in Chapter 7, "Historic and Cultural Resources.")

Devanney Triangle (#16) and Mount Hope Garden (26[NA])

Devanney Triangle is located partly within the eastern extent of the rezoning area that includes a portion of East Burnside Avenue, east of Jerome Avenue. Devanney Triangle extends between Creston Avenue on the west and the Grand Concourse to the east; it is across the street from Mount Hope Garden, which is on the west side of Creston Avenue. This portion of the Grand Concourse is not part of the Grand Concourse Historic District which is mapped further south, and as such, is not a visual resource in this area. The Mount Hope Garden constitutes a visual resource, as it is a community open space; it includes playground equipment, though it is fenced and is currently locked and inaccessible.

[5] The open space resources are numbered according to the manner in which they are identified and presented in Chapter 5, "Open Space"; superscript "NA" (#[NA]), and which may not be accessible, though they may still contribute to the aesthetic character of adjacent/vicinity streetscape(s).

The Mount Hope Garden is a playground surrounded by buildings, except on its Creston Street side, and as a primarily active play space, attention is inwardly oriented. Devanney Triangle features mature trees that provide summertime shade on the park benches that are present in this triangle. The triangle is a small respite amid the otherwise busy streetscape, but its aesthetic value is not defined by its proximity to the Mount Hope Garden across the street to the west. In the future with the Proposed Actions, no projected or potential development sites would impede views between these two visual resources, nor would there be any projected or potential development sites on the same blocks or street frontages as these two resources. Therefore, there would be no substantial effect to the quality of these visual resources and the Proposed Actions would not result in significant adverse impacts to them.

Featherbenches (#25)

Featherbenches is an outdoor seating area that includes benches and trees. It is located west of Jerome Avenue, between Featherbed Lane to the north and the Cross Bronx Expressway to the south. As described in the assessment of urban design, the aesthetic character of this park would not be altered with the Proposed Actions, and its contribution of the aesthetic character of the streetscape with the Proposed Actions would be similar to existing conditions and conditions in the future without the Proposed Actions. In addition, Featherbenches is evaluated as a visual resource component to a visual corridor, specifically, as it relates to the Davidson Avenue Step Street; please refer to the subsequent discussion of Step Streets and Visual Resources/View Corridors, "Davidson Avenue Step Street and Featherbenches," following in this chapter.

Mullaly Park (#45) and Jerome Slope (#69)

Mullaly Park is located at the southern end of the rezoning area, west of River Avenue, and Jerome Slope is located to the west of it, west of Jerome Avenue. Both parks are located west of the rezoning area, which at its southern end in the vicinity of these two parks follows River Avenue. The Jerome Slope open space comprises slope area; the base of the slope is it the eastern edge of this open space, at the sidewalk along the edge of Jerome Avenue. Although Mullaly Park is designed with benches and active areas that orient the attention and views of visitors inward onto the park grounds, a view corridor exists between Mullaly Park and Jerome Slope. However, the view from neither open space toward the other defines the experience of the user in these two open spaces. There would be no change to this visual connectivity across Jerome Avenue in the future without or with the Proposed Actions. Therefore, there would be no substantial effect to the quality of these visual resources and the Proposed Actions would not result in significant adverse impacts on them. (Please refer to previous discussion of Mullaly Park in the assessment of urban design for the primary and secondary study areas.)

Step Streets and Related View Corridors

As described previously in this chapter, the topography and street pattern of the neighborhoods comprising the rezoning area and its surroundings give rise to components of street form and public streetscapes that are somewhat unique to this area: "step streets" take the form of pedestrian stairways connecting streets at different elevations where the rise between streets is too steep for traffic. Step streets are present primarily on the west side of the rezoning area: West 176th Street, West Clifford Place, Davidson Avenue (its southern end, at Featherbed Lane), West 168th Street (partly within the rezoning area), West 167th Street, and a portion of West 165th Street. There is also a portion of Henwood Place and a portion of East Clifford Place, east of Jerome Avenue, as well, that takes the form of a step street; a portion of Sheridan Avenue, east of the Grand Concourse (in the vicinity of East 172nd Street), also comprises a step street. The following discussion of step streets (presented in order from north to south) provides an evaluation of potential effects to these streets as visual resources and also as components to view corridors shared between the step streets and other visual resources in the area. Please refer to previous Figure 8-2, "Urban Design and Visual Resources Primary and Secondary Study Areas (topography)" for locations of step streets in the vicinity of the rezoning area.

West 176th Street. As shown on Figure 8-16a, "Step Streets: West 176th Street," this step street comprises the block-long segment approximating West 176th Street, extending from Jerome Avenue on its eastern end to the Davidson Avenue on the west; the base of the steps connects to the sidewalk along the western edge of Jerome Avenue. This step street has a straight configuration, and it includes street trees planted on either side of the stairway at each of its landing levels; adjacent buildings to the north and south define the envelope. Eastward views include the elevated subway track in the rezoning area, and also some of the tallest (greater than 12 stories) buildings in the secondary study area east of the rezoning area. The condition of this step street in the future without the Proposed Actions will resemble existing conditions. In the future with the Proposed Actions the buildings at the eastern end (on Jerome Avenue) – on both sides of the step street – would be replaced with Projected Development Site 18 to the north, and Potential Development Site 46 to the south. In addition, views of Projected Development Site 19 and Potential Development Site 45, both on the east side of Jerome Avenue, would define the end of this view corridor. Although this view corridor would, in effect, be somewhat shortened with the Proposed Actions, its general character would not change; further, as the views from this step street do not include other visual resources, such as open space or historic resources, any change to the form or extent of this view corridor that may occur with the Proposed Actions would not constitute a significant adverse impact to visual resources.



Westward view from Jerome Avenue



Eastward view of Jerome Avenue and rezoning area

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-16a

STEP STREETS
WEST 176TH STREET

West Clifford Place. As shown on Figure 8-16b, "Step Streets: West Clifford Place," this step street comprises the block-long segment approximating west Clifford Place, extending from Jerome Avenue on its eastern end to the Davidson Avenue on the west; the base of the steps connects to the sidewalk along the western edge of Jerome Avenue. This step street resembles that step street just to the north on West 176th Street (previously described). This step street has a straight configuration, and it includes street trees planted on either side of the stairway at each of its landing levels; adjacent buildings to the north and south define the envelope. Eastward views included the elevated subway track in the rezoning area, and the East Clifford Place envelope, which is framed by some of the tallest (greater than 12 stories) buildings in the secondary study area east of the rezoning area.

The condition of this step street in the future without the Proposed Actions will resemble existing conditions, though No-Action Development Sites 18 and 19 will be redeveloped in proximity to the step street. The overall form of the step street, itself, however is expected to remain unchanged as a result. In the future with the Proposed Actions views of Potential Development Sites 47 and 48, both on the east side of Jerome Avenue, would frame the end of this view corridor in a manner similar to the existing building, and therefore have little substantial effect in altering the eastward views from the stairway. Further, as the views from this step street do not include other visual resources, such as open space or historic resources, any change to the form or extent of this view corridor that may result with the Proposed Actions would not constitute a significant adverse impact to visual resources.



Westward view from Jerome Avenue



Eastward view of Jerome Avenue and rezoning area

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-16b

STEP STREETS
WEST CLIFFORD PLACE

East Clifford Place. As shown on Figure 8-16c, "Step Streets: East Clifford Place," this step street comprises the block-long segment approximating East Clifford Place, between Walton Avenue to the west and Grand Concourse to the east; the base of the steps connects to the sidewalk along the eastern edge of Walton Avenue. This step street is wide, with ample room for landscaping (not currently in place). This step street is located east of the rezoning area and descends in a westerly direction, and so the pedestrian has westward views toward the rezoning area in the distance as well as a range of taller buildings beyond, which are also at a higher elevation than the rezoning area.

With the Proposed Actions no projected development sites would be clearly visible, though Projected Development Sites 47 and 48, if developed would frame the distant view from this step street, and so the distant view would be changed as a result of the Proposed Actions. This change in landscape would be perceptible to the pedestrian seated on or descending these stairs, but it would not obstruct views of visual resources, as this step street is not part of a view corridor that includes visual resources within or west of the rezoning area. Further, the development of Projected Development Sites 47 and 48, though visible from this location, would not substantially or adverse alter the pedestrian experience of this step street. Therefore, there would be no significant adverse impact to this visual resource in the future with the Proposed Actions.

Henwood Place. This step street comprises an approximate half-block-long segment of Henwood Place between Walton Avenue to the west and Morris Avenue to the east. The top of the step street is located approximately 145 feet east of Henwood Place. This step street is relatively narrow, with trees on either side. This step street is located east of the rezoning area and descends in a westerly direction, and so the pedestrian has westward views toward the rezoning area in the distance as well as a range of taller buildings west of it. With the Proposed Actions Projected Development Site 19 and Potential Development Site 45 would be visible in the distance, and so the distant view would be changed as a result of the Proposed Actions. This change in landscape would be perceptible to the pedestrian seated on or descending these stairs, but it would not obstruct views of visual resources, as this step street is not part of a view corridor that includes visual resources within or west of the rezoning area. Further, the development of Projected Development Site 19 and Potential Development Site 45, though visible from this location, would not substantially or adversely alter the pedestrian experience of this step street. Therefore, there would be no significant adverse impact to this visual resource in the future with the Proposed Actions.



Eastward view from Walton Avenue toward Grand Concourse (at top of steps)



Westward view toward rezoning area from Grand Concourse

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-16c

STEP STREETS
EAST CLIFFORD PLACE

East 172nd Street. This step street comprises an approximate half-block-long segment of East 172nd Street between the Grand Concourse to the west and Sheridan Avenue to the east. The top of the step street is located approximately 80 feet west of Sheridan Avenue, and the step street descends in an easterly direction (away from the Grand Concourse, and the rezoning area further to the west) to Sheridan Avenue. This step street is moderately wide, with brick and no landscaping on either side. The pedestrian does not have views toward the rezoning area while descending the step street. Therefore, with the Proposed Actions no projected or potential development sites would be visible in the distance as the pedestrian descends the step street. At the top of the stairs, facing west (away from the step street), Potential Development Sites 56 and 57 would be visible in the distance. This change in landscape would be perceptible to the pedestrian, but it would not obstruct views of visual resources, as this step street is not part of a view corridor that includes visual resources within or west of the rezoning area. Further, the development of Potential Development Sites 56 and 57, though visible from the top of the step street, would not substantially or adversely alter the pedestrian experience of this step street. Therefore, there would be no significant adverse impact to this visual resource in the future with the Proposed Actions.

Davidson Avenue and Featherbenches (#25). As shown on Figure 8-16d, "Step Streets: Davidson Avenue," this step street comprises the block-long segment approximating Davidson Avenue, which unlike the other step streets considered in this assessment, runs north-south. Its northern end is a point just south of West 174th Street, and its southern end is Featherbed Lane; the base of the steps connect to the sidewalk along the northern edge of Featherbed Lane. This step street has a straight configuration. Unbuilt and naturalized area, lines the west side of the lower portion, though buildings line the west side of the upper portion. The east side of the step street throughout is defined by buildings separated from it by an area approximately the same width as the stairs themselves. No landscaping is present within the marginal area separating the stairway from adjacent property/buildings.

On descent, the pedestrian has views across Featherbed Lane to Featherbenches (#25), including its mature trees and benches. The portion of rezoning area south of this step street, is located beyond the Cross Bronx Expressway and, therefore, given its distance, is not clearly visible from this step street.

The condition of this step street in the future without the Proposed Actions will resemble existing conditions. The development that would occur on either projected or potential development sites would occur south of Featherbenches, and south of the Cross Bronx Expressway, and therefore, would not interrupt this view corridor; moreover, the developments that would occur in the rezoning area likely would not be clearly perceptible to a pedestrian descending this step street. Therefore, the general character of this step street and view corridor would not change, with the Proposed Actions, and so significant adverse impact to visual resources would result.



Northward view from Featherbed Lane



Southward view toward Featherbed Lane and
Featherbenches public open space

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-16d

STEP STREETS
DAVIDSON AVENUE

West 168th Street. As shown on Figure 8-16e, "Step Streets: West 168th Street," this step street comprises the block-long segment approximating West 168th Street, extending from a Shakespeare Avenue on its western end, to Edward L. Grant Highway on its eastern end; the base of the steps connects to the sidewalk along the western edge of Edward L. Grant Highway. This step street does not have a straight configuration, but rather is slightly angled about midpoint. Unbuilt and naturalized area, along with an area used for parking, lines the south side of the lower segment, though buildings line the south side of the upper segment. The north side of the step street on both the upper and lower sections is defined by adjacent buildings, with no landscaping in the marginal area that separates the buildings from the stairs. At the top of the stairway, Martin Luther King Triangle (#4) is located to the west, visible across Shakespeare Avenue. There are no views of the rezoning area from this open space. Moreover, on descent, the pedestrian has no distant views from the upper segment of the step street; rather the pedestrian is oriented with views of the buildings lining eastern side of the lower segment of the stairway. However, from the lower portion of the stairway, the pedestrian has views across Edward L. Grant Highway, including its medians and the mature trees surrounding the parking lot to the east. No landscaping is present within the marginal area separating the stairway from adjacent property/buildings.

The condition of this step street in the future without the Proposed Actions will resemble existing conditions. In the future with the Proposed Actions the buildings the unbuilt area on the southern side of the lower segment would be development with Projected Development Site 39, and the parking area visible across Edward L. Grant Highway would be developed with Potential Development Site 90. While the view corridor of this step street would be altered with the Proposed Action, its general character would not change; further, as the views from this step street do not include other visual resources, such as open space or historic resources, any change to the form or extent of this view corridor that may result with the Proposed Actions would not constitute a significant adverse impact to visual resources.



Westward view from Edward L. Grant Highway



Eastward view from lower segment toward Edward L. Grant Highway



Eastward view from upper segment

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-16e

STEP STREETS
WEST 168TH STREET

West 167th Street. As shown on Figure 8-16f, "Step Streets: West 167th Street," this step street comprises the block-long segment approximating West 167th Street, extending from Anderson Avenue to the west and Shakespeare Avenue to the east; the base of the steps connect to the sidewalk along the western edge of Shakespeare Avenue. This step street has a straight configuration. No landscaping is present within the marginal area separating the stairway from adjacent buildings. Eastward views include a Greenstreet (#84NA) where Shakespeare Avenue meets Jerome Avenue; the Greenstreet is located to the east, visible across Shakespeare Avenue, though views the rezoning area are almost entirely obscured by distance, combined with the narrow frame of view afforded from within the step street.

The condition of this step street in the future without the Proposed Actions will resemble existing conditions. The development that would occur on either projected or potential development sites would occur east the Greenstreet, and therefore, would not interrupt this view corridor; moreover, the developments that would occur in the rezoning area likely would not be perceptible to a pedestrian descending this step street. Therefore, the general character of this step street and view corridor would not change, with the Proposed Actions, and so no significant adverse impact to visual resources would result.

West 165th Street. This step street comprises the block-long segment approximating West 165th Street, between Anderson Avenue to the west and Jerome Avenue to the east; the base of the steps connects to the sidewalk along the western side of Jerome Avenue. This step street has an angular configuration with several turns as it traversing the vegetated embankment of Jerome Slope. The pedestrian descending the step street has direct eastward views of Mullaly Park (comprising a super block on the east side of Jerome Avenue) and a portion of the rezoning area beyond it to the east, from certain stair segments in an east-west alignment.

With the Proposed Actions Projected Development Sites 45 and 44, as well as Potential Development Site 99 would be visible in the distance, and so the distant view would be changed as a result of the Proposed Actions. This change in landscape would be perceptible to the pedestrian seated on or descending segments of these stairs, but would not obstruct the view corridor of toward Mullaly Park. Further, the development of Projected Development Sites 45 and 44, as well as Potential Development Site 99, though visible from this location, would not substantially or adversely alter the pedestrian experience of this step street. Therefore, there would be no significant adverse impact to this visual resource in the future with the Proposed Actions.



Westward view from Shakespeare Avenue



Eastward view toward Shakespeare Avenue and Greenstreet

EXISTING VIEWS

Source: STV Incorporated, 2017.

Figure 8-16f

STEP STREETS
WEST 167TH STREET

Conclusion – Visual Resources

In summary, the Proposed Actions would result in no substantial change to any visual resource, including historic resources, open space resources, and step-streets, nor would the Proposed Actions result in any substantial change to view corridors identified within the study area. Therefore, the Proposed Actions would not result in any significant adverse impacts to visual resources.