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 *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 alter the arrangement, appearance, and functionality of the built and natural environment in the context of the project. 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 shape and affect a pedestrian's experience of public space. A visual resource is defined as the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues, or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, and natural resources.

As described in Chapter 1, "Project Description," the New York City Department of City Planning (DCP) is proposing a series of land use actions (collectively, the "Proposed Actions"), including zoning map amendments, zoning text amendments (including mapping a special purpose district and Mandatory Inclusionary Housing (MIH)), and changes to the City Map that would facilitate the implementation of the multi-year planning process conducted in the Parkchester, Van Nest, and Morris Park neighborhoods of the Bronx in partnership with local stakeholders, City agencies, and the Metropolitan Transportation Authority (MTA).

The Proposed Actions would affect an approximately 46-block area primarily along major corridors – East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue –near the future Parkchester/Van Nest and Morris Park Metro-North Stations in Bronx Community Districts (CDs) 9, 10, and 11 (the "Affected Area"). The area affected by the zoning map amendments is referred to herein as the "Rezoning Area." The approximately 28-block area closest to the future Parkchester/Van Nest Station is generally bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west. The approximately 18-block area closest to the future Morris Park Station is generally bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Tenbroeck Avenue to the west.

The Proposed Actions are intended to leverage new planned Metro-North service to promote economic growth, facilitate the development of housing, including affordable housing, as well as guide investment in the public realm around stations to improve pedestrian safety and comfort.

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 amendments to the zoning text and map, the Proposed Actions may have the potential to

result in changes to urban design. Therefore, an assessment of urban design is presented in this Environmental Impact Statement (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.

8.2 Principal Conclusions

A detailed analysis was conducted based on the methodology set forth in the *CEQR Technical Manual* and determined that the Proposed Actions would not have a significant adverse impact related to urban design and visual resources.

The Proposed Actions would facilitate development that is not currently permitted as-of-right in the Affected Area, which would create a notable change in the urban design character of the area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience in the vicinity of the Affected Area would change considerably. However, this change would not constitute a significant adverse urban design impact as it would not negatively affect a pedestrian's experience. Rather, development facilitated by the Proposed Actions is expected to positively affect the urban design of the area and improve the pedestrian experience in and surrounding the Affected Area. The Proposed Actions would facilitate the construction of active lower-level uses, including retail, community facility spaces, and residential and office lobbies as well as pedestrian amenities like the proposed Morris Park Station plaza, reactivating the corridors of the Affected Area and making the area more accessible, safe, and enjoyable for pedestrians.

Development facilitated by the Proposed Actions would enhance the commercial corridors surrounding Metro-North's future Parkchester/Van Nest and Morris Park Station Areas. The Proposed Actions would enable improved connectivity to the planned stations from the surrounding neighborhoods, aligning and facilitating future comprehensive streetscape improvements, including revising the street alignment to allow for wider sidewalks and pedestrian safety elements, as well as upgrading currently difficult and dangerous crossings, improving circulation and enhancing the pedestrian experience in and around the proposed new transit stations and surrounding neighborhoods.

As described further in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Actions would generate land uses that would be compatible with the zoning and land uses of the quarter-mile secondary study area surrounding the Affected Area. The secondary study area contains a variety of building forms, ranging from low-rise residential neighborhoods to high-rise institutional campuses. Buildings that are expected to be constructed as a result of the Proposed Actions would activate the corridors of the Affected Area with pedestrian-oriented spaces and amenities. The Proposed Actions would result in development that would create continuous streetscapes for pedestrians along the corridors of the Affected Area, replacing underutilized properties with active ground-floor spaces, activating the surrounding streetscapes and improving the pedestrian experience.

Through a number of street de-mappings and mappings, as well as the boundary modifications of the existing Parkchester Special Planned Community Preservation District, the Proposed Actions would better connect the Affected Area to the established surrounding neighborhoods, and improve pedestrian and vehicular circulation in the areas. As detailed below, these actions would result in the expansion of Van Nest Park, and the establishment of improved access between the Parkchester Special Planned

Community and the surrounding community, providing more open space resources and access to the area.

Development facilitated by the Proposed Actions would not eliminate primary or significant viewsheds of important visual resources in and around the Affected Area. In particular, no significant facades or important features of the Parkchester Special Planned Community Preservation District, which are listed on the State/National Registers of Historic Places (S/NR-listed), St. Raymond Church and Cemetery, or significant views of other open space resources in and around the Affected Area would be obstructed by development facilitated by the Proposed Actions.

While the Proposed Actions would not result in any new development in the secondary study area, many of the projected and potential development sites located at or near the edges of the Affected Area would be visible from certain sections of the secondary study area. However, as detailed above, the Proposed Actions focus the higher density and taller buildings closer to similar existing development and around the future stations, and lower density and shorter buildings closer to similar built environments found in the surrounding residential neighborhoods. As a result, the Proposed Actions would not significantly alter the urban design or obstruct or alter view corridors of significant visual resources in the surrounding study area neighborhoods. The With-Action developments would introduce residential, commercial, and community facility uses to the Affected Area, drawing pedestrians to the area and enlivening the public realm in the Affected Area and its immediate vicinity. The anticipated new development would replace underutilized lots with new buildings containing active ground-floor spaces, which would be visible when looking towards the Affected Area from many secondary study area streets in close proximity.

As such, while the Proposed Actions would result in a notable change in the urban design of the Affected Area and would alter some views of the neighborhood from the secondary study area, these changes would not be significant or adverse, but rather, are expected to vastly improve the pedestrian experience within and surrounding the area.

8.3 Methodology

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 envelopes in the Affected 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").

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, and a description of conditions expected in the future without the Proposed Actions ("No-Action" condition), based on known developments expected to occur in the area in the future without the Proposed Actions (2033). Then, the potential effects to urban design that would be expected in the future as a result of the Proposed Actions ("With-Action" condition) 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, and 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 a public space. The elements comprising urban design are described in the *CEQR Technical Manual* as follows:

- **Streets.** For many neighborhoods, streets or rights of way are the primary component of public space. The dimensions, arrangement, and orientation of streets create the blocks on which buildings and open spaces are organized, set street views, and define the experience and flow of activity in an area. The apportionment of street space between cars, bicycles, transit, and sidewalks, and the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or any other furniture are critical in creating a successful streetscape.

- **Buildings.** Buildings and streets together form the backdrop for public space and activity. A building's street wall forms the most common backdrop in the city for public space. A building's size, shape, orientation, height, setbacks, lot coverage, density, placement and use on the zoning lot and block, the orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. Furthermore, building facades, accessible spaces or rooftops also make up the public realms that enrich the visual and experiential 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, playgrounds, community gardens, plazas, and privately-owned public spaces.

- **Natural Features.** Natural features include vegetation (i.e., trees, shrubs, grasses, etc.) and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall character of an area.

- **Visual Resources.** A visual resource is the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, and natural resources.

- **Wind.** Channelized wind pressure from between tall buildings and "down-washed" wind pressure from parallel tall buildings may cause winds that can affect pedestrian comfort and safety. "Down-washed" wind is wind that is propelled downward by an intervening structure, such as a high-rise building, that causes high wind speeds at the street level.

As described in Chapter 1, "Project Description," the Proposed Actions would facilitate 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.

A pedestrian wind condition analysis is not warranted for the Proposed Actions. As stated in the *CEQR Technical Manual, t*he Affected Area is located in an inland part of the Bronx that is not exposed to high wind conditions. Prevailing winds, including any wind effect related to surrounding waterways (i.e., the Bronx River and the Westchester Creek) is attenuated by the built environment that separates the Affected Area from these two waterways; this condition would not change in the future without or with the Proposed Actions. Therefore, the Proposed Actions would not be expected to change the general pattern of air circulation at the pedestrian level. In addition, while the Proposed Actions would facilitate the development of new buildings in the Affected Area, the height and bulk regulations that would be implemented as a result of the Proposed Actions are not expected to produce a significant number of high-rise towers in the Affected Area that would potentially result in wind channeling effects experienced at the pedestrian level. Therefore, development facilitated by the Proposed Actions within the existing block and street configuration of the Affected Area would have little or no potential to create new pedestrian wind effects that may affect pedestrian safety due to wind channelization or downwash, and further assessment is not warranted.

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.

Therefore, the urban design analysis considers (1) a primary study area, which is coterminous with the boundaries of the Affected Area, and (2) a secondary ¼-mile study area, which encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions. See Figure 8-1a, "Urban Design and Visual Resources Study Areas (Aerial)."

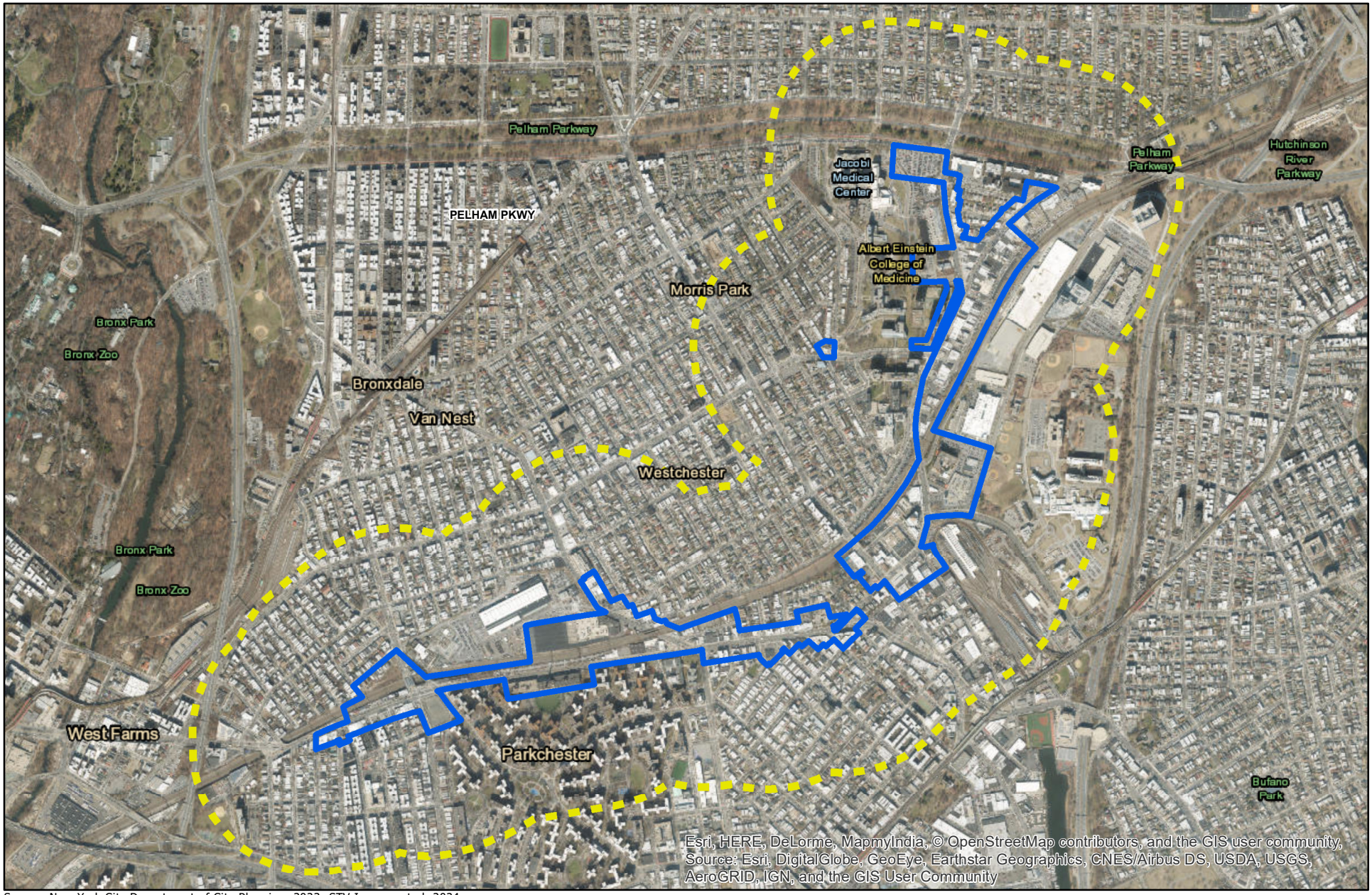
All of the projected and potential development sites included in the Reasonable Worst-Case Development Scenario (RWCDS) for the Proposed Actions are located within the primary study area. As described in Chapter 1, "Project Description," the Affected Area comprises an approximately 46-block area along major corridors such as East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue. The approximately 28-block area closest to the future Parkchester/Van Nest Station is generally bounded by Baker Avenue and Van Nest Avenue to the north, Silver Street to the east, East Tremont Avenue to the south, and St. Lawrence Avenue to the west (Parkchester/Van Nest Station Area). The approximately 18-block area closest to the future Morris Park Station is generally bounded by Pelham Parkway to the north, Marconi Street to the east, Williamsbridge Road to the south, and Tenbroeck Avenue to the west (Morris Park Station Area). The secondary study area extends approximately ¼-mile from the boundary of the primary study area and is generally bounded by Waring Avenue and Morris Park Avenue to the north; Hutchinson River Parkway to the east; Wood Avenue, St. Raymond Avenue, and Tratman Avenue to the south, and the Bronx River Parkway to the west.

As shown on Figure 8-1b, "Urban Design and Visual Resources Study Area Neighborhoods," the secondary study area includes portions of seven generally defined neighborhoods, including Pelham Gardens, Indian Village, Morris Park, Van Nest, Park Versailles, Parkchester, Westchester Square, and Hutchinson Metro Center. Similar to Chapter 2, "Land Use, Zoning, and Public Policy," the analysis below includes a detailed description of the urban design characteristics and visual resources of each neighborhood sub-area in the secondary study area.

8.4 Preliminary Assessment

Per *CEQR Technical Manual* guidance, a preliminary assessment of urban design and visual resources should be conducted in accordance with the checklist provided in Chapter 10, Section 320 of the *CEQR Technical Manual*. The checklist forms a "snapshot" of the project and provides the appropriate information to help determine whether a potential for significant adverse impacts exists and, consequently, whether further analysis is warranted. If a preliminary assessment determines that a change to the pedestrian experience is minimal and unlikely to disturb the vitality, the walkability, or the visual character of the area, then no further assessment is warranted.

Detailed analyses are generally appropriate for area-wide rezonings, general large-scale developments, or projects that would result in substantial changes to a historic district or buildings. Examples may include projects that have the potential to 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. Therefore, a detailed analysis of urban design and visual resources for the Proposed Actions is warranted and is provided below.



Source: New York City Department of City Planning, 2023; STV Incorporated, 2024.

N

0 0.2 0.4 Mile

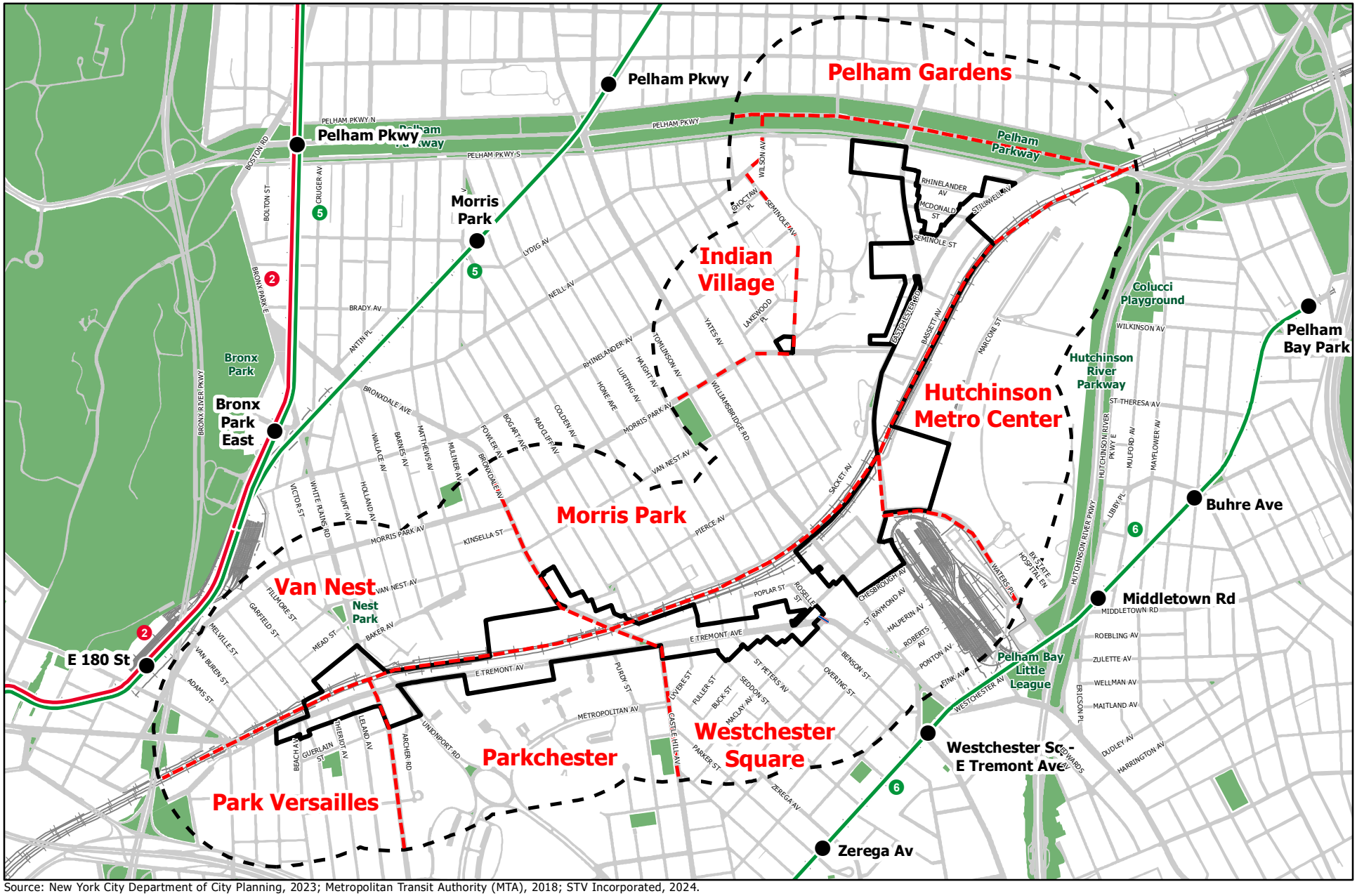
Affected Area (Primary Study Area)

1/4-Mile Secondary Study Area

Bronx Metro-North Station Study

Figure 8-1a

URBAN DESIGN AND VISUAL RESOURCES STUDY AREAS (AERIAL)



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Primary Study Area/Affected Area

1/4-Mile Secondary Study Area

Study Area Neighborhoods

Figure 8-1b

URBAN DESIGN AND VISUAL RESOURCES
STUDY AREA NEIGHBORHOODS

Bronx Metro-North Station Study

8.5 Detailed Assessment

EXISTING CONDITIONS

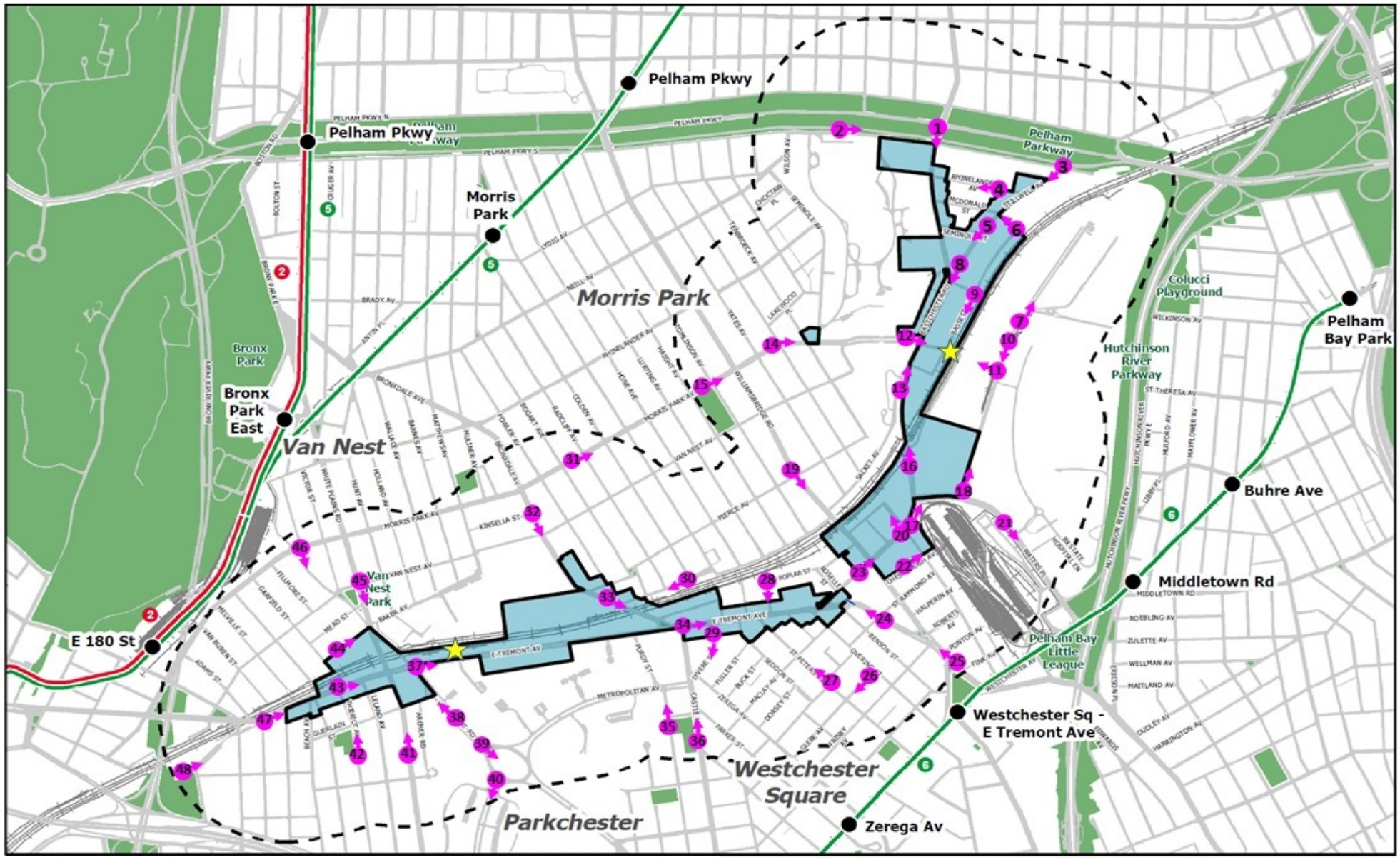
This section discusses existing urban design components and visual resources in the primary and secondary study areas. The assessment focuses on streets, buildings, open space, natural resources, and visual resources. The visual resources assessment considers important views of landmark structures and other distinct buildings within, or viewable from, the study areas that may be obstructed due to buildings or structures developed as a result of the Proposed Actions. Figure 8-2a, "Existing Conditions Photographs Key" through Figure 8-2m, "Existing Conditions Photos," provide photos of the existing conditions in the Affected Area and in each secondary study area sub-area. Two other figures are referenced throughout the existing conditions discussion below: Figure 8-3, "Existing Built Density in the Study Areas," and Figure 8-4, "Existing Building Heights in the Study Areas."

Affected Area

Parkchester/Van Nest Station Area

Streets

The area around MTA's future Metro-North Parkchester/Van Nest Station is largely centered along Amtrak's railroad tracks and East Tremont Avenue. The railroad tracks cut through the street grid of the area, creating dead-end roads and irregularly shaped block forms in much of the Affected Area. Amtrak's railroad tracks are largely set back behind metal fencing, crossed by vehicular and pedestrian underpasses at Bronxdale Avenue and by vehicular and pedestrian bridges on Unionport Road and White Plains Road in this portion of the Affected Area. As detailed further below, Bronxdale Avenue and White Plains Road are 100-foot-wide major streets in the area with two lanes each of north and southbound vehicular traffic flanked by parallel parking. Unionport Road is a 60-foot-wide local street to the north of the railroad tracks, expanding to 102 feet south of the tracks, which carries one lane each of northbound and southbound vehicular traffic.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Affected Area (Primary Study Area)

Future Metro-North Station

1/4-Mile Secondary Study Area

Photo Location

Figure 8-2a

EXISTING CONDITIONS PHOTOGRAPHS KEY

Bronx Metro-North Station Study



1. View south along Eastchester Road from Pelham Parkway North.



2. View east along Pelham Parkway South from Neill Avenue.



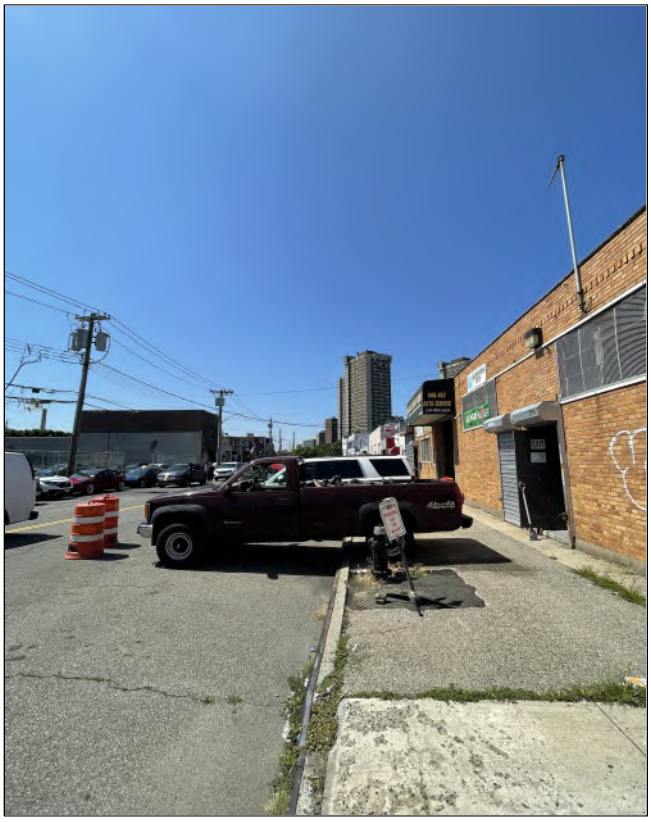
3. View southwest along Stillwell Avenue from Pelham Parkway South.



4. View west along Rhinelander Avenue from Stillwell Avenue.

Figure 8-2b

EXISTING CONDITIONS PHOTOS



5. View south along Stilwell Avenue from McDonald Street.



6. View northwest along Bassett Avenue from Stillwell Avenue.



7. View north near the terminus of Marconi Street.



8. View south along Eastchester Road from Wilkinson Avenue.

Figure 8-2c

EXISTING CONDITIONS PHOTOS



9. View south along Bassett Avenue from Wilkinson Avenue.



10. View south along Marconi Street from Waters Place.



11. View west from midblock on Marconi Street.



12. View east along Morris Park Avenue at Eastchester Road.

Figure 8-2d

EXISTING CONDITIONS PHOTOS



13. View north along Eastchester Road from Sackett Avenue.



14. View east on Morris Park Avenue from Hering Avenue.



15. View northeast along Morris Park Avenue from Tomlinson Avenue.

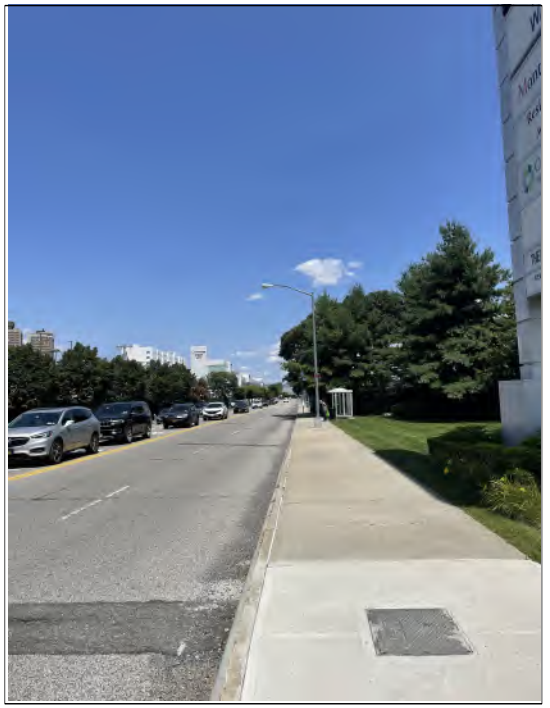


16. View north on Eastchester Road at the railroad tracks.



17. View north along Eastchester Avenue from Waters Place.

18. View north along Marconi Street from Waters Place.





19. View south along Williamsbridge Road from Pierce Avenue.



20. View northwest along Blondell Avenue from Eastchester Road.

Figure 8-2f



21. View northwest along Waters Place towards Marconi Street.



22. View northeast along Chesbrough Avenue from Williamsbridge Road.



23. View northeast along Eastchester Road from Williamsbridge Road.



24. View northwest along East Tremont Avenue from St. Raymond Avenue.

Figure 8-2g



25. View northwest along East Tremont Avenue from Fink Avenue.



26. View southwest along Glebe Avenue from Overing Street.



27. View northwest along St. Peters Avenue from St. Raymond Avenue.



28. View south along Lurting Avenue from Poplar Street.



29. View south along Lyvere Street from East Tremont Avenue.



30. View west along Sackett Avenue from Colden Avenue.



31. View east along Morris Park Avenue from Bogart Avenue.



32. View south along Bronxdale Avenue from Kinsella Street.

Figure 8-2i

EXISTING CONDITIONS PHOTOS



33. View southeast along Bronxdale Avenue from Sacket Avenue.



34. View east along East Tremont Avenue from Purdy Street.



35. View north along Purdy Street from Parker Street.



36. View north along Castle Hill Avenue from Glover Street.

Figure 8-2j

EXISTING CONDITIONS PHOTOS



37. View east along East Tremont Avenue from Unionport Road.



38. View northwest along Unionport Road north of the Metropolitan Oval.



39. View southeast at the Metropolitan Oval from Unionport Road.



40. View southwest along Metropolitan Avenue south of the Metropolitan Oval.

Figure 8-2k

EXISTING CONDITIONS PHOTOS



41. View north along White Plains Road from Archer Street.



42. View north along Thieriot Avenue from Archer Street.



43. View east along East Tremont Avenue from Thieriot Avenue.



44. View northeast along Baker Avenue from Garfield Street.

Figure 8-21

EXISTING CONDITIONS PHOTOS



45. View south along White Plains Road from Van Nest Avenue.



46. View south along Unionport Road from Morris Park Avenue.



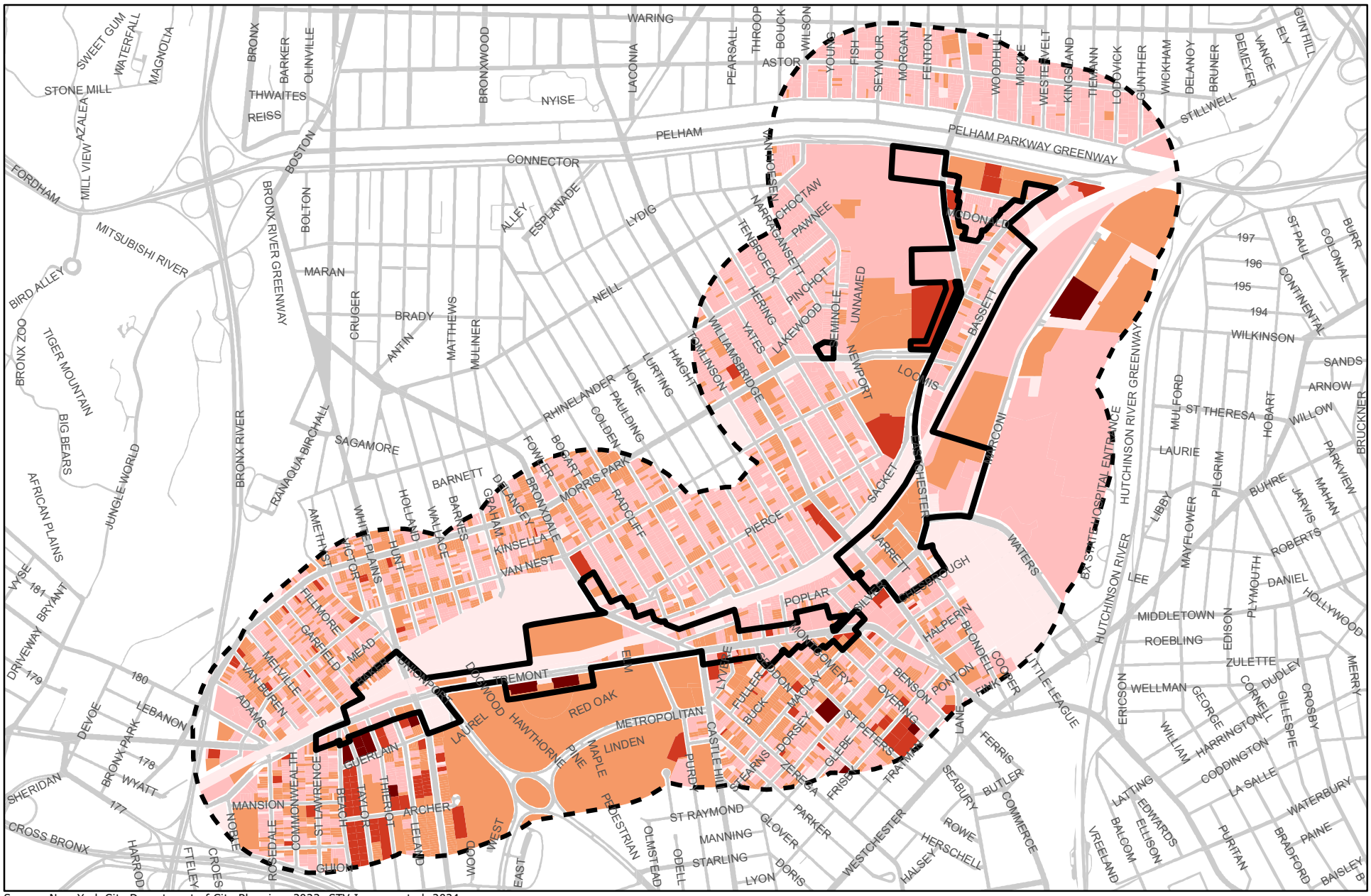
47. View east along East Tremont Avenue from Commonwealth Avenue.



48. View northeast along East Tremont Avenue from Noble Avenue.

Figure 8-2m

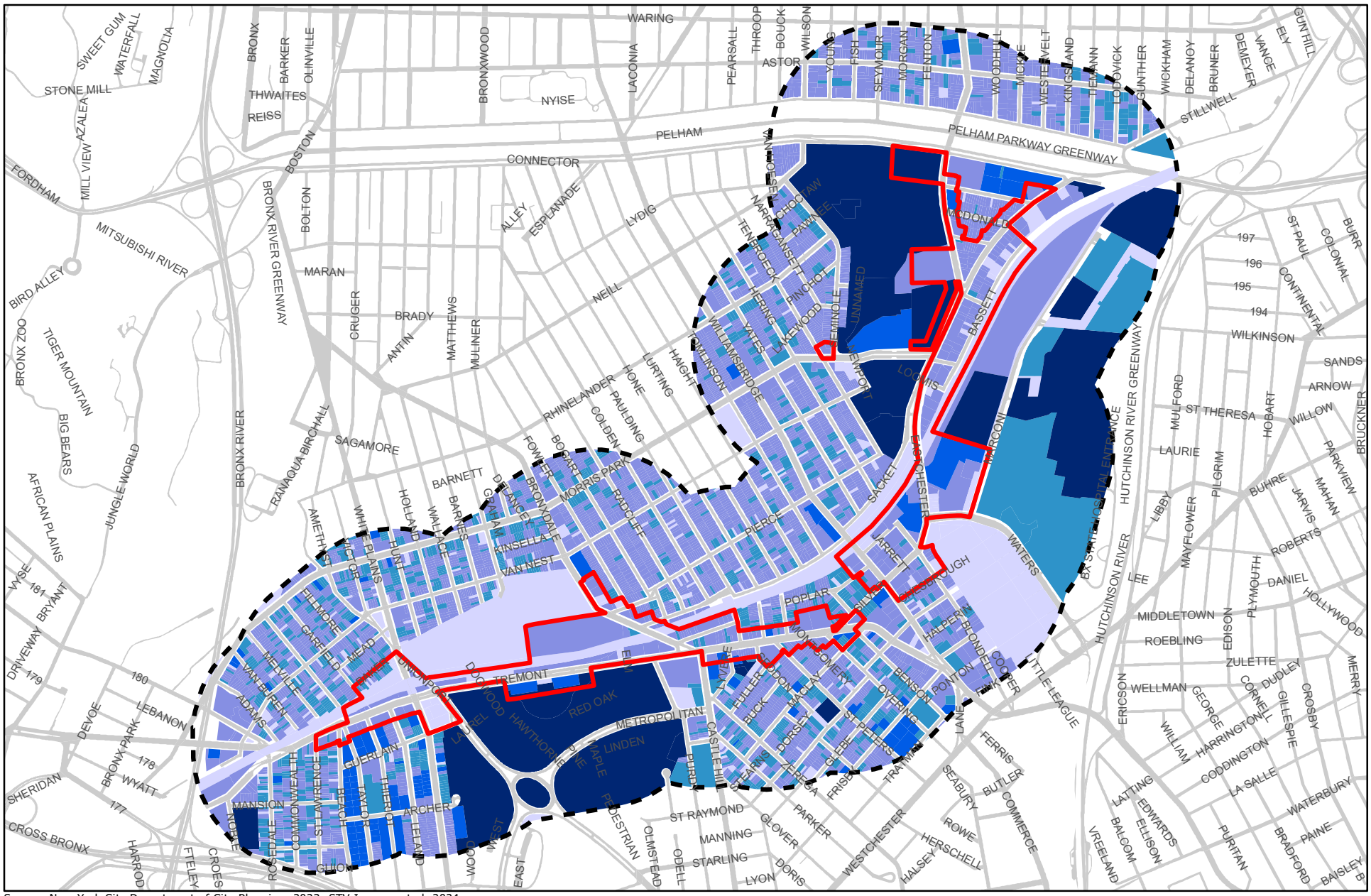
EXISTING CONDITIONS PHOTOS



Source: New York City Department of City Planning, 2023; STV Incorporated, 2024.

Figure 8-3

EXISTING BUILT DENSITY IN THE STUDY AREAS



Source: New York City Department of City Planning, 2023; STV Incorporated, 2024.

N

0 0.2 0.4 Mile

Number of Floors

- No Building
- 1 - 2 Floors
- 2.5 - 4 Floors
- 4.5 - 6 Floors
- More than 6 Floors

Affected Area (Primary Study Area)

1/4-Mile Secondary Study Area

Figure 8-4

EXISTING BUILDING HEIGHTS IN THE STUDY AREAS

East Tremont Avenue is a key corridor in the Bronx and one of the few that traverses the borough from east to west. It is a major street and local truck route with two lanes each way of northwest and southeast-bound vehicular traffic separated by painted medians or, north of the Parkchester Special Planned Community, concrete medians with streetlights. East Tremont Avenue is flanked by parallel parking lanes on both sides of the street, although these are often interrupted by curb cuts to adjacent automotive-related uses and vehicular parking lots and garage entrances.

The quality of sidewalks along East Tremont Avenue varies along the corridor. Sidewalks on the north side of East Tremont Avenue to the east of White Plains Road in the Parkchester/Van Nest Station Area are for the most part not pedestrian-friendly. They are narrow, ranging in width from four to eight feet, and are in poor condition as one travels farther east from White Plains Road, often cracking with uneven surfaces and sometimes overgrown with vegetation. There are a number of curb cuts on the north side of East Tremont Avenue to the east of White Plains Road, often accommodating tire storage and vehicular parking on the sidewalks, rendering the sidewalks impassable to pedestrians. The sidewalks on the south side of East Tremont Avenue to the east of White Plains Road are generally wider and in better condition than those on the north, although there are stretches of the sidewalks partially obscured by tire storage and vehicular parking. These sidewalks range in width from 10 to 25 feet, and contain a number of curb cuts, particularly to the east of Taylor Avenue.

Sidewalks on the north side of East Tremont Avenue between White Plains Road and Castle Hill Avenue range from four feet in the middle of the corridor to 12 feet closer to the main intersections, adjacent to auto repair shops, car washes, and gas stations. These areas also feature a number of curb cuts for vehicles entering these businesses, as well as parking lots and garages. For the most part, the sidewalks on the north side of East Tremont Avenue in this area are in good condition with even surfaces, although many are partially or wholly obstructed by tire storage and vehicular parking on the sidewalks. Sidewalks on the south side of East Tremont Avenue between White Plains Road and Castle Hill Avenue are for the most part in good condition with even surfaces. They range in width from eight feet adjacent to the Parkchester Special Planned Community up to 13 feet near the intersections of White Plains Road/Bronxdale Avenue and Castle Hill Avenue. These sidewalks contain many curb cuts, particularly adjacent to industrial uses, parking lots, and garages.

Sidewalks on East Tremont Avenue to the west of Castle Hill Avenue in the Parkchester/Van Nest Station Area are more pedestrian-friendly than the remainder of the corridor, ranging from four feet to 17 feet in fair to good condition. Although these sidewalks retain a number of curb cuts from previous industrial uses and vehicular entrances to garages and lots, they are not as heavily utilized as those in the eastern portion of the area, and very few contain vehicular parking or other obstructions common to the east of Castle Hill Avenue on the corridor.

The concrete sidewalks on both sides of East Tremont Avenue in the Parkchester/Van Nest Station Area are punctuated by streetlights, utility poles carrying overhead wires, and fire hydrants, as well as occasional street trees, creating irregular pockets of tree canopy over the course of the thoroughfare. Street furniture along East Tremont Avenue includes road signs, mailboxes, garbage cans, bus stop shelters with benches/seating, and bike racks. Overall, the stretch of East Tremont Avenue in the Affected Area is characterized by inadequate pedestrian facilities, with automotive uses that render sidewalks impassible at times.

Bronxdale Avenue and White Plains Road are also main corridors within the Affected Area. Bronxdale Avenue is a 100-foot-wide major street with one lane each of north and southbound vehicular traffic flanked by protected bike lanes and parallel parking. The concrete sidewalks on both sides of Bronxdale Avenue in the Affected Area are generally in good condition, ranging from seven feet to 20 feet in width. There are many curb cuts adjacent to transportation/utility uses, industrial uses, and entrances to driveways, parking garages and lots; very few of these curb cuts accommodate vehicular parking on the sidewalks, making the area generally pedestrian-friendly. The sidewalks of Bronxdale Avenue in the Affected Area are punctuated by streetlights, utility poles carrying overhead wires, fire hydrants, and street trees. Street furniture along Bronxdale Avenue is limited to road signs and parking meters. There are painted murals and graffiti underneath the railroad overpass adjacent to the sidewalks on Bronxdale Avenue.

White Plains Road is also a 100-foot-wide major street, as well as a local truck route, and carries one lane each of north and southbound vehicular traffic, expanding to two lanes at left turns. It is flanked by parallel parking lanes. The concrete sidewalks on both sides of White Plains Road in the Affected Area are generally in good condition, ranging from 13 feet to 18 feet in width. There are few curb cuts in this portion of the road, largely adjacent to driveways, and almost no obstructions limiting pedestrian movement along the sidewalks. These sidewalks are punctuated by streetlights, street trees, and fire hydrants, with some utility poles carrying overhead wires north of the overpass. Street furniture along White Plains Road includes road signs, parking meters, newspaper kiosks, and bus shelters with seating.

There are no designated bike lanes or bike routes within the Parkchester/Van Nest Station Area of the Affected Area.

Buildings

The stretch of East Tremont Avenue between St. Lawrence Street and Silver Street in the Affected Area consists of a mix of industrial, retail, community facility, and residential uses. Industrial, automotive, and retail uses predominate to the west and a mix of retail and residential uses predominate to the east. The area is largely characterized by low-rise, low-density buildings clad in a variety of building materials oriented towards the street that back up to larger five- and six-story apartment blocks. The tallest and densest buildings in the area are the five-story parking and commercial red brick buildings on the south side of East Tremont Avenue, which have FARs of 5.77 and 6.73. These buildings are adjacent to the Parkchester Special Planned Community, which is comprised of eight- to 13-story red brick towers that are not oriented towards the street and are surrounded by open space with large trees and vegetation, as well as low fencing at the lot line.

Varying streetwalls along East Tremont Avenue are created by a mix of building setbacks as well as a lack of buildings or structures along certain stretches of the northern side of East Tremont Avenue, adjacent to the railroad tracks, which are often surrounded by metal fencing. Residential apartment buildings and many commercial buildings are built out to the lot lines at the sidewalks, with awnings projecting from the retail and service uses. Auto-related uses on East Tremont Avenue that are built out to the sidewalks often have large garage doors; others are set back behind vehicular parking lots. The north side of East Tremont Avenue is characterized by small, one-story structures and repair shops, gas stations, vehicular parking lots, and vacant lots, as well as some active one- and two-story commercial structures. There is a large vehicular parking lot between East Tremont Avenue and the railroad tracks, just north of the Parkchester Special Planned Community. The area located closest to the future Parkchester/Van Nest

Station in the Affected Area, between Unionport Road and Bronxdale Avenue, consists principally of automotive and retail uses.

A mix of industrial, commercial, parking, and transportation/utility uses are centered along Bronxdale Avenue at the railroad tracks. Some of these uses, such as the gas stations and some auto repair shops, have buildings or structures setback far from the street with numerous curb cuts. Most of the industrial and transportation/utility uses have tall metal fencing at the lot lines, surrounding parking and open storage areas with building setback far from the street. In general, the commercial uses are in low-rise buildings largely built-out at or close to the lot lines, creating uniform streetwalls, similar to the public facilities/institutions on Bronxdale Avenue to the north of Pierce Avenue in the Affected Area.

The portion of White Plains Road in the Affected Area is lined with transportation/utility and commercial uses, as well as vacant land. Similar to other areas of the East Tremont Avenue corridor, some of these uses along White Plains Road, such as the gas stations, have buildings/structures setback from the street line with numerous curb cuts and vehicular parking, while other uses, predominately commercial ones, are in low-rise buildings built-out to the lot lines, creating uniform streetwalls. Additionally, the transportation/utility uses along White Plains Road are surrounded by metal fencing and overgrown vegetation, with buildings/structures setback far beyond the streetline.

Open Space and Natural Resources

The topography of the Parkchester/Van Nest Station Area is generally flat, sloping downward in the vicinity of Bronxdale Avenue and Castle Hill Avenue. Open spaces in the southern section of the Affected Area are limited to residential yards and one Greenstreet located at the intersection of East Tremont Avenue and Bronxdale Avenue. New York City's Greenstreets program converts paved, vacant traffic islands into green spaces filled with trees, shrubs, and groundcover in an effort to capture stormwater. Natural features in the area are limited to street trees and vegetation found in residential yards and along the railroad tracks.

Visual Resources

There are no significant natural features, historic resources, or other notable buildings in the Affected Area around the future Parkchester/Van Nest Station that would be considered important visual resources in the neighborhood. The Greenstreet at the intersection of East Tremont Avenue and Bronxdale Avenue is a significant visual resource in the area. Significant view corridors in the Affected Area include views of the S/NR-listed Parkchester Special Planned Community and St. Raymond Church and Cemetery at 1759 Castle Hill Road when looking south along East Tremont Avenue and adjacent streets.

Morris Park Station Area

Streets

The northern portion of the Affected Area around the future Morris Park Station lines the railroad tracks as well as Eastchester Road, Stillwell Avenue, and the publicly accessible section of Bassett Avenue (located to the west of the rail line; the section of Bassett Avenue running parallel to the east of the rail line provides private access to the Amazon warehouse). Amtrak's railroad tracks are set back behind metal fencing throughout much of this area and are only crossed by a vehicular and pedestrian underpass at Eastchester Road and a vehicular and pedestrian bridge at Williamsbridge Road.

Eastchester Road is a 100-foot-wide major street and local truck route that carries two lanes each of north and southbound vehicular traffic in the Affected Area. The pedestrian experience on sidewalks along Eastchester Road varies throughout the Affected Area, although all sidewalks along the thoroughfare are concrete and in relatively good condition. Between Silver Street and the railroad underpass in the southern portion of the Affected Area, the sidewalks along Eastchester Road are wide, ranging from 12 feet to 24 feet. There are a number of curb cuts along these sidewalks due to vehicular entrances to adjacent buildings and campuses. To the north of the rail line, the seven- to nine-foot-wide western sidewalk of Eastchester Road largely follows the boundaries of the adjacent commercial buildings and institutional campuses and is surrounded by a plethora of landscaping and plantings, as well as a dense tree canopy from the numerous street trees. Curb cuts along the western side of Eastchester Road north of the railroad tracks are limited to vehicular entrances to the campuses. One notable exception are the NYPD vehicles parked along the sidewalk at the intersection of Rhinelander Avenue, obstructing passage for pedestrians.

The eastern sidewalk along Eastchester Road to the north of the rail line differs significantly from the western sidewalk. Between the underpass and Wilkinson Avenue, the wide sidewalks (ranging from eight feet to 20 feet) contain many curb cuts and vehicular parking for adjacent commercial, industrial, and transportation/utility uses, partially obstructing pedestrian passage. However, this portion of Eastchester Road also contains a few street trees and plantings as well as picnic tables outside of restaurants. North of Wilkinson Avenue, the eight- to 22-foot-wide eastern sidewalk of Eastchester Road becomes more pedestrian-friendly, with more street trees, fewer curb cuts, and almost no on-sidewalk parking. All sidewalks flanking Eastchester Road in the Affected Area are punctuated by streetlights, fire hydrants, and utility poles carrying overhead wires; street furniture includes road signs, garbage cans, parking meters, newspaper kiosks, garbage cans, and mailboxes, as well as bus shelters with seating.

Williamsbridge Road is a 100-foot-wide major street and local truck route that carries two lanes each of north and southbound vehicular traffic in the Affected Area. It is flanked by parallel parking lanes as well as wide concrete sidewalks (14 to 21 feet) in good condition. These sidewalks contain a number of curb cuts for the adjacent drive-through restaurant, FDNY firehouse, and gas stations, and are punctuated by streetlights, fire hydrants, and utility poles carrying overhead wires, along with scattered street trees, many of which newly planted. Street furniture on Williamsbridge Road in the Affected Area includes road signs, parking meters, garbage cans, phone booths, and mailboxes.

Silver Street is a 70-foot-wide local truck route in the Morris Park Station Area, which carries two lanes each of east and westbound vehicular traffic, flanked by parallel parking lanes. Its 15- to 24-foot-wide concrete sidewalks in the Affected Area are in good condition, and are punctuated by streetlights, utility poles carrying overhead wires, fire hydrants, and immature street trees. Curb cuts are located adjacent to the gas stations, auto repair shops, and the small parking lot in front of the Montefiore Einstein Center. Street furniture on Silver Street in the Affected Area includes road signs, garbage cans, planters, benches, parking meters, and mailboxes.

Bassett Avenue is a 50-foot-wide local street with one lane each of north and southbound vehicular traffic immediately west of the railroad tracks. The street is lined with a variety of parallel and angled vehicular parking, often two or three cars deep, and frequently located upon the sidewalk. Due to the large number of industrial and parking uses along the western side of Bassett Avenue, there are a significant number of curb cuts. For the most part, the western sidewalks of Bassett Avenue are narrow and in bad condition,

with cracked and uneven concrete surfaces, and vary in size from four to eight feet wide. Some stretches of the western side of Bassett Avenue have no sidewalks, or contain overgrown vegetation where sidewalks were once located; other stretches are partially or completely obstructed by parked cars and trucks. There is a sidewalk on the eastern side of Basett Avenue north of Wilkinson Avenue, tucked between the parallel parking lane and the rail line's metal fence. This section of concrete sidewalk, while narrow, is in good condition. However, south of Wilkinson Avenue, there are no sidewalks on the eastern side of Bassett Avenue. Rather, the parked cars and trucks are located immediately adjacent to the rail line's metal fence, or next to overgrown vegetation and occasional street trees. The existing sidewalks on Bassett Avenue contain streetlights, utility poles carrying overhead wires, road signs, and fire hydrants. Stillwell Avenue is an 80-foot-wide local truck route with one lane each of north and southbound vehicular traffic in the Affected Area. Although there are six- to 14-foot-wide concrete sidewalks along much of Stillwell Avenue, most of these contain curb cuts and are utilized by vehicular parking for adjacent automotive and industrial uses, almost entirely blocking pedestrians from passing through. Stillwell Avenue is also lined with a variety of parallel and angled vehicular parking, often two or three cars deep. It is lined with utility poles carrying overhead wires, streetlights, and fire hydrants, with no street furniture or street trees.

The remainder of streets in is portion of the Affected Area are largely 50- to 60-foot-wide local streets with one- or two-lanes of vehicular traffic flanked by parallel parking lanes. Most roads have streetlights and concrete sidewalks in good condition, punctuated by street trees, fire hydrants, utility poles carrying overhead wires, and curb cuts adjacent to driveways, front yard parking, and surface parking lots. Street furniture in the Affected Area is limited to road signs, garbage cans, and mailboxes, as well as bus stop shelters with benches/seating.

There are no designated bike lanes or bike routes within the Morris Park Station Area of the Affected Area.

Buildings

The Morris Park Station Area is comprised of a variety of building forms, densities, heights, and uses. The area to the south of the rail line and Eastchester Road includes the Montefiore Medical Center as well as a mix of residential, commercial, industrial, transportation/utility, institutional, and parking uses. Except for the tall, glass-clad Montefiore building at 1550 Blondell Avenue, all of the buildings in this area are low-density, low-rise structures constructed in a wide variety of building materials. Most of the commercial, industrial, and institutional buildings of the area are built out to the lot lines with active ground-floors; the gas stations, drive-through restaurants, and freestanding residential buildings of the area are set back from the street behind parking lots.

The area east of Eastchester Road and the rail line is largely comprised of low-density low- to mid-rise institutional buildings of the Calvary Hospital campus and commercial buildings of the Hutchinson Metro Center. The hospital buildings are not oriented towards the street, and are set back behind grass, trees, driveways, and fencing. For the most part the commercial buildings of this area are also set back from the street behind large vehicular parking lots.

The stretch of Eastchester Road north of the railroad tracks contains dramatically different built forms on either side of the street. To the west are the large institutional campuses of the Albert Einstein College of Medicine and Yeshiva University. These campuses contain the tallest and densest buildings in the

Affected Area, some of which are constructed at the lot line, and others of which are setback (not necessarily oriented towards the street) behind trees, landscaping, parking lots, and/or fencing. Conversely, the eastern side of Eastchester Road north of the railroad tracks contains low-density, low-rise commercial and industrial buildings largely built out to the lot lines, creating continuous streetwalls clad in red brick. Many of the commercial buildings contain awnings and storefronts oriented towards the street, and several of the commercial and industrial buildings are slightly setback from the sidewalk behind vehicular parking lots, some of which are surrounded by metal fencing. There are some residential buildings interspersed in the northernmost section of Eastchester Road south of the Pelham Parkway; the residential building between Rhinelander Avenue and McDonald Street is one of the tallest and densest buildings in the Affected Area.

Buildings along Bassett Avenue and Stillwell Avenue are generally low-density, low-rise commercial and industrial structures with limited active pedestrian uses. Most of these structures are built out to the lot lines, creating continuous streetwalls clad in red brick, with minimal fenestration and large garage door openings. Adjacent parking lots and storage areas are surrounded by metal fencing at the lot lines on these streets, particularly along the eastern side of Stillwell Avenue north of Rhinelander Avenue.

Open Space and Natural Features

The topography of the Morris Park Station Area is generally flat and low-lying; the area immediately west of Eastchester Avenue (including the large institutional campuses detailed below) slopes upward. Open spaces in the northern portion of the Affected Area include residential yards and the open spaces surrounding the Montefiore Hospital and Yeshiva University campuses, as well as the Greenstreet at the intersection of Sackett Avenue and Eastchester Road. Natural features in the area are limited to street trees and vegetation found in residential yards and along the railroad tracks.

Visual Resources

There are no significant natural features, historic resources, or other notable buildings in the Affected Area surrounding the future Morris Park Station that would be considered important visual resources in the neighborhood. A significant view corridor is of Pelham Parkway, a prominent open space resource detailed below, which can be seen when looking north from Eastchester Avenue and Stillwell Avenue in the northern portion of the Affected Area.

Secondary Study Area

The topography of the secondary study area is varied. It is spread out over the rippling terrain of an old glacial moraine, and its many low-lying spots were notorious for collecting rainwater.

As shown on Figure 8-1a, “Urban Design and Visual Resources Study Areas (Aerial),” the secondary study area features a convergence of a number of standard street grids extending outward from East Tremont Avenue, which are sometimes disrupted by large campuses (i.e., the Parkchester Special Planned Community). The following descriptions of urban design and visual resources in the secondary study area are divided into the distinct neighborhoods identified in Figure 8-1b, “Urban Design and Visual Resources Study Area Neighborhoods.”

Pelham Gardens

Streets

The Pelham Gardens neighborhood of the secondary study area is located to the north of the 400-foot-wide Bronx and Pelham Parkway and adjacent 50-foot-wide service road, Pelham Parkway North. The Bronx and Pelham Parkway is an arterial highway that prohibits commercial vehicles and contains three lanes of westbound vehicular traffic and one bus-only lane. The parkway is lined with medians of grass, trees, benches, and bus stop shelters, as well as the pedestrian and bike lanes of the Mosholu-Pelham Greenway. Pelham Parkway North is a local truck route comprised of one westbound vehicular traffic lane and one parallel parking lane.

The Pelham Gardens sub-area is comprised of a standard rectangular street grid and block forms with 60-foot-wide two-way north-south local streets intersecting 80-foot-wide two-way east-west streets. Pelham Gardens is intersected by the 100-foot-wide Eastchester Road, which is a major street and local truck route that contains two lanes each of northbound and southbound vehicular traffic. All streets in Pelham Gardens have parallel parking on both sides of the street, streetlights, and concrete sidewalks punctuated by street trees, utility poles for overhead wires, fire hydrants, and curb cuts adjacent to driveways. Street furniture in Pelham Gardens is limited to road signs and mailboxes.

Buildings

The Pelham Gardens neighborhood within the secondary study area is characterized by low-rise, low-density one- and two-family homes clad in a variety of building materials, set back from the street behind front and side yards surrounded by fencing in a variety of materials. Almost all buildings in the sub-area are oriented towards the street. Most front and side yards in the neighborhood have landscaping or driveways leading to front-facing or detached rear garages. Scattered commercial and community facility uses are located along Eastchester Road, often with adjoining surface parking lots.

Open Space and Natural Features

The topography of the Pelham Gardens sub-area is generally flat and low-lying. The Pelham Parkway greenway is the largest publicly accessible open space in the secondary study area. In total, it is a 41.87-acre linear park that features streetlights, trails, trees, and landscaping, as well as urban furniture such as benches and garbage cans. There are a mix of tall, mature trees and newly planted trees in this portion of the greenway, creating a varied tree canopy. Other open spaces in the Pelham Gardens neighborhood include courtyards in residential apartment buildings and institutional uses, as well as residential front and side yards. Natural features in the area are limited to street trees and vegetation found in residential yards.

Visual Resources

There are no significant historic resources or other notable buildings that would be considered important visual resources in the Pelham Gardens neighborhood. Significant view corridors in the area are limited to views of the Pelham Parkway, a significant open space resource detailed above, which can be seen when looking south from most streets in Pelham Gardens.

Indian Village

Streets

Due to adjacent public facility and institutional campuses and the convergence of street grids in the area, the Indian Village neighborhood of the secondary study area has an irregular street grid and block forms. The streets in the sub-area are generally 50- to 80-foot-wide local streets carrying one- or two-lanes of vehicular traffic flanked by parallel parking lanes.

Morris Park Avenue is a major street and local truck route that establishes the southern border of the Indian Village sub-area. The portion of the avenue in the sub-area is 100-feet wide and contains one lane each of east and westbound vehicular traffic lanes, expanding to two lanes for left-hand turns at stoplights. The avenue is flanked by conventional bike lanes, parallel parking, and numerous bus shelters. Seminole Avenue outlines the eastern border of the Indian Village sub-area. It is a 60-foot-wide local street with one lane each of north- and southbound vehicular traffic, flanked by parallel parking lanes on both sides of the street.

Most streets in the Indian Village sub-area have streetlights, and concrete sidewalks punctuated by street trees, fire hydrants, and curb cuts adjacent to driveways and parking lots. The streets outside of the institutional campuses feature utility poles carrying overhead wires. Conventional bike lanes flank Morris Park Avenue (detailed above) as well as Yates Avenue (northbound) and Herring Avenue (southbound). Street furniture in the Indian Village sub-area is limited to road signs, benches, garbage cans, and mailboxes.

In addition to the bike lane on Morris Park Avenue detailed above, there are conventional bike lanes along Yates Avenue and Hering Avenue south of Lydig Avenue in the Indian Village sub-area.

Buildings

The Indian Village neighborhood within the secondary study area is characterized by low-rise, low-density one- and two-family homes and multi-family residential buildings. Almost all buildings in the sub-area are oriented towards the street. Varying streetwalls throughout the sub-area are created by a mix of building setbacks. One- and two-family homes often contain raised front entrances or stoops and are set back from the street behind front and side yards surrounded by fencing in a variety of materials. These yards typically contain grass and landscaping, garbage/recycling bins, or vehicular parking. The multi-family apartment buildings and commercial buildings in the Indian Village neighborhood are usually clad in red brick and built out to the lot lines at the sidewalk with adjoining surface parking lots to the side. Commercial buildings on Morris Park Avenue are distinguished by large signage and ground-floor awnings.

Open Space and Natural Features

The topography of the Indian Village sub-area is slightly higher than the surrounding sub-areas, sloping up towards the adjacent institutional campuses as well as in the northern section of the neighborhood. The Pelham Parkway greenway is the largest publicly accessible open space in the secondary study area. In total, it is a 41.87-acre linear park that features streetlights, trails, trees, and landscaping, as well as urban furniture such as benches and garbage cans. Private open spaces in the Indian Village neighborhood include the P.S. 108 Playground at 1166 Neill Avenue, which is a 1.04-acre recreational facility with a track, basketball courts, and a playground. Natural features in the area also include street trees and vegetation found in residential yards.

Visual Resources

Pelham Parkway is a significant visual resource in the study area, which can be seen when looking north from many streets in the Indian Village neighborhood. There are no historic resources in the Indian Village neighborhood.

Morris Park

Streets

The Morris Park neighborhood of the secondary study area has a standard street grid and block forms to the south of the institutional campuses, which have unique streets and block forms. The streets within the institutional campuses are internal drives and pedestrian paths that wind through the large blocks, connecting buildings and parking lots to limited access points at campus entrances.

The Morris Park sub-area is bounded by the 100-foot-wide major streets of Bronxdale Avenue to the southwest, Pelham Parkway to the north, and Amtrak's southwest-northeast train tracks to the east. Bronxdale Avenue is comprised of one lane each of north and southbound vehicular traffic flanked by protected bike lanes and parallel parking. The 400-foot-wide Bronx and Pelham Parkway and adjacent 50-foot-wide service road, Pelham Parkway South, establish the northern border of the Morris Park sub-area. As noted above, the Bronx and Pelham Parkway is an arterial highway that prohibits commercial vehicles and contains three lanes of westbound vehicular traffic and one bus-only lane. The parkway is lined with medians of grass, trees, benches, and bus stop shelters, as well as the pedestrian and bike lanes of the Mosholu-Pelham Greenway. Pelham Parkway South is a local truck route and contains two lanes of eastbound vehicular traffic and one bus-only lane. The sub-area is intersected by East Tremont Avenue and Morris Park Avenue, major streets and local truck routes. East Tremont Avenue contains two lanes each of northwest and southeast-bound vehicular traffic. As detailed above, Morris Park Avenue contains conventional bike lanes, punctuated by bus stop shelters. East of Seminole Avenue, Morris Park Avenue expands to 110 feet, divided by a concrete median with short metal fencing, streetlights, and street trees. This portion of the avenue features angled parking on both sides of the street and the termination of the bike lane at Newport Avenue. Williamsbridge Road also features a vehicular and pedestrian bridge that carries pedestrian and vehicular traffic over Amtrak's train tracks, as detailed above.

The streets of the Morris Park neighborhood outside of the institutional campuses are largely 60-foot-wide local streets with one- or two-lanes of vehicular traffic flanked by parallel parking lanes. Most roads have streetlights and concrete sidewalks punctuated by street trees, fire hydrants, utility poles carrying overhead wires, and curb cuts adjacent to driveways, front yard parking, and surface parking lots. Street furniture in the sub-area is limited to road signs, benches, garbage cans, and mailboxes. In addition to the bike lanes on Morris Park Avenue and Bronxdale Avenue detailed above, there are conventional bike lanes along Yates Avenue and Hering Avenue north of Sackett Avenue in the Morris Park sub-area.

Buildings

The Morris Park neighborhood is characterized by low-rise, low-density one- and two-family residences outside of the institutional campuses, and predominately high-rise, high-density buildings within the institutional campuses. Almost all of the residential buildings of the sub-area are oriented towards the street. Varying streetwalls throughout this residential section of the sub-area are created by a mix of building setbacks. One- and two-family homes often contain raised front entrances or stoops and are set

back from the street behind front and side yards surrounded by fencing in a variety of materials, particularly metal. These yards contain grass and landscaping, garbage/recycling bins, or most prominently, vehicular parking and driveways. The multi-family apartment buildings and commercial buildings in the Morris Park neighborhood are usually clad in red brick and built out to the lot lines along Williamsbridge Road and Morris Park Avenue, featuring commercial signage and awnings at the ground level. The tallest and densest buildings in this section of the sub-area are the six-story apartment buildings at 1541 and 1575 Williamsbridge Road just north of the bridge across the railroad tracks, which have FARs of 3.91 and 3.59, respectively, as well as those in the middle of the northernmost portion of the Affected Area along Rhinelander Avenue, which have FARs ranging from 3.32 to 4.25.

The isolated public facilities and institutional campuses of the Morris Park sub-area contain the tallest buildings in the area, which have no relation to the surrounding street grid as they are generally setback behind parking lots, fencing and/or trees (The Yeshiva University campus is largely surrounded by fencing/walls and trees, whereas the hospital campus is predominantly surrounded by landscaping, trees, and parking lots). The northern portion of the Albert Einstein College of Medicine campus is the densest area, with an FAR of 4.0, and contains the tallest buildings in the area, including the three 28-story towers on Eastchester Road immediately west of the Affected Area. The NYC Health + Hospitals Jacobi campus also contains a number of buildings 12 stories and taller. These buildings are clad in a variety of materials, ranging from brick to concrete to glass, and contain with large window openings and projecting entrance pavilions oriented to vehicular users, in contrast to the low-rise, predominately red brick homes and commercial buildings of the surrounding neighborhood. Some of the tallest buildings of the area are located in the campuses along Sackett Avenue., creating an imposing streetwall just to the west of the Affected Area.

Open Space and Natural Features

The topography of the Morris Park sub-area is slightly higher than the surrounding sub-areas, sloping up in the northern section of the neighborhood, particularly around the institutional campuses. As noted above, the 41.87-acre Pelham Parkway greenway is the largest publicly accessible open space in the secondary study area, which features streetlights, trails, trees, and landscaping, as well as urban furniture such as benches and garbage cans. The Loreto Playground at 111 Van Nest Avenue is a 2.18-acre publicly accessible open space in the Morris Park neighborhood featuring basketball, handball, and bocce courts, a roller hockey rink, playgrounds, and spray showers, as well as the 3.14-acre Yeshiva University Jack and Pearl Resnick Campus at 1301 Morris Park Avenue, which contains benches, paths, and landscaping. All of the larger institutional campuses of the sub-area contain buildings surrounded by grass, landscaping, trees, and parking lots, connected by internal drives and pedestrian paths, including the 1.46-acre Albert Einstein College of Medicine at 1300 Morris Park Avenue. Natural resources in the Morris Park neighborhood also include street trees and vegetation located in residential yards.

Visual Resources

Pelham Parkway is a significant visual resource in the study area, which can be seen when looking north from many streets in the northern section of the Morris Park sub-area. The Loreto Playground is a significant visual resource in the Morris Park sub-area, which can be easily seen from adjacent streets and sidewalks. The tall, 28-story residential dormitory buildings of the Albert Einstein College of Medicine on Eastchester Road and the NYC Health + Hospitals Jacobi campuses are notable visual resources in the sub-area, that can be seen from vantage points from within and immediately adjacent to the campuses.

Van Nest

Streets

The Van Nest neighborhood of the secondary study area is roughly bounded by the 100-foot-wide major streets of East Tremont Avenue to the south, Morris Park Avenue to the west and north, and Bronxdale Avenue to the west, and is intersected by the north-southbound White Plains Road, another 100-foot-wide major street. The north-southbound Bronx River Parkway and Sheridan Expressway are elevated arterial highways located immediately west of the neighborhood.

As detailed above, Morris Park Avenue contains one lane each of east and westbound vehicular traffic lanes, expanding to two lanes for left-hand turns at stoplights. The avenue is a local truck route, and is flanked by conventional bike lanes, parallel parking, and numerous bus shelters. As detailed above, Bronxdale Avenue is comprised of one lane each of north and southbound vehicular traffic flanked by protected bike lanes and parallel parking. East Tremont Avenue is also a local truck route and contains two lanes each of east and westbound vehicular traffic separated by a concrete median and flanked by parallel parking. As detailed above, White Plains Road contains one lane each of north and southbound vehicular traffic, expanding to two lanes at left turns. It is flanked by parallel parking lanes and bus shelters on the sidewalks.

Similar to most other sub-areas of the secondary study area, the block form of the Van Nest neighborhood is shaped by the convergence of somewhat standard street grids of 50- to 60-foot-wide one-way local north-south streets intersecting 50- to 60-foot wide one- and two-way local east-west streets. However, in the Van Nest sub-area, these rectangular blocks are often cut-off by the major thoroughfares surrounding the neighborhood. Moreover, several of the north-south streets of the neighborhood dead-end at the Amtrak railroad tracks or the Con Edison facility. These dead-end streets typically contain vehicular parking at the ends of the roads.

There is one large, irregular block in the secondary study area which contains the publicly-inaccessible Con Edison – Van Nest Yard electric utility facility. The complex is bounded by Baker Avenue to the north, Bronxdale Avenue to the east, and the Affected Area to the south and west.

Most streets in the Van Nest sub-area have parallel parking lanes on both sides of the street, streetlights, and concrete sidewalks punctuated by street trees, utility poles carrying overhead wires, fire hydrants, and curb cuts adjacent to driveways. Street furniture in the Van Nest sub-area is limited to road signs, mailboxes, and garbage cans.

There are no designated bike lanes or bike routes within the Van Nest sub-area other than the bike lanes on Morris Park Avenue and Bronxdale Avenue detailed above.

Buildings

The Van Nest neighborhood in the secondary study area is characterized by low-rise, low-density one- and two-family and multi-family residences. Almost all buildings in the sub-area are oriented towards the street and are clad in a variety of building materials. Most one- and two-family homes in the area are set back behind shallow front yards surrounded by various types of fencing. Some of these homes feature steps or stoops to raised front entrances, and most front yards contain garbage/recycling bins or limited vegetation. The multi-family apartment buildings and commercial structures of the Van Nest sub-area are

typically built-out to the lot lines at the sidewalk, creating uniform streetwalls particularly along Van Nest Avenue, Unionport Road, Morris Park Avenue, and White Plains Road. The commercial uses of the area often contain signage and ground-floor awnings. The large Con Edison – Van Nest electric utility facility is also in the area, although the block is inaccessible to the public, set back behind (and below) high walls and fencing.

Open Space and Natural Features

The topography of the Van Nest sub-area is generally flat and low-lying. The publicly accessible 0.40-acre Van Nest Park on Van Nest Avenue is an important neighborhood landmark, featuring streetlights, a playground, spray showers, and a granite memorial monument with tributes to fallen soldiers who hailed from the neighborhood. The park also includes a number of trees, creating a dense canopy, as well as urban furniture, such as benches, bike racks, and garbage cans. Other open spaces in the sub-area include a section of the grassy and inaccessible 2.77-acre Bronx River Parkway and the publicly accessible 0.19-acre James A. Young Park at East 180th Street at Tremont Avenue which features benches and landscaping. The 1.02-acre Matthews Muliner Playground is also an important neighborhood landmark, featuring basketball courts, handball courts, playgrounds, and spray showers.

Visual Resources

Van Nest Park, the Bronx River Parkway, and the James A. Young Park are all significant visual resources in the Van Nest neighborhood, which can be seen from numerous vantage points on adjacent streets and sidewalks. As noted above, Van Nest Park contains a granite memorial monument, which is a distinguished visual resource in the area as well, and can be seen from White Plains Road, Mead Street, and Unionport Road. There is also one historic resource in the Van Nest neighborhood: the S/NR-eligible Former St. Dominic's Parochial School at 1684 White Plains Road, visible from that road as well as Van Nest Avenue.

Park Versailles

Streets

The Park Versailles neighborhood of the secondary study area is roughly bounded by the 100-foot-wide major thoroughfares of East Tremont Avenue to the north and White Plains Road to the east, and the 100-foot-wide arterial highways of the Bronx River Parkway to the west and the Cross Bronx Expressway (and adjacent 40-foot wide East 177th Street) to the south. As detailed above, East Tremont Avenue is a local truck route, and contains two lanes each of east and westbound vehicular traffic separated by a concrete median and flanked by parallel parking. White Plains Road contains one lane each of north and southbound vehicular traffic, expanding to two lanes at left turns. It is flanked by parallel parking lanes and bus shelters on the sidewalks.

Similar to most other sub-areas of the secondary study area, the block form of the Park Versailles neighborhood is shaped by the convergence of somewhat standard street grids of 60-foot-wide one-way local north-south streets (and the 75-foot-wide Leland Avenue) intersecting 50- to 60-foot wide one- and two-way local east-west streets. However, in the Park Versailles sub-area, these rectangular blocks are often rounded by the major thoroughfares and arterial highways surrounding the neighborhood. Most streets in Park Versailles have parallel parking on both sides of the street, streetlights, and concrete sidewalks punctuated by street trees, utility poles carrying overhead wires, fire hydrants, and curb cuts

adjacent to driveways. Street furniture in Park Versailles is limited to road signs, mailboxes, and bus shelters with seating.

There are no designated bike lanes or bike routes within the Park Versailles sub-area.

Buildings

The area of Park Versailles in the secondary study area to the west of Beach Street is characterized by low-rise, low-density one- and two-family homes and multi-family walkup buildings oriented towards the street. These residences often have raised front entrances or stoops and are set back from the street behind front yards surrounded by fencing in a variety of materials. The front yards typically contain garbage/recycling bins, limited vegetation, driveways, or vehicular parking. Occasionally lots will have side yards with driveways leading to detached rear garages.

The Noble Mansion apartments are a 17-story elevator building at 1500 Noble Avenue. The brick building is located on a large lot and is set back from the surrounding streets behind open spaces of grass, trees, and pedestrian paths with benches. It is significantly taller than the surrounding mid- and low-rise buildings of the Park Versailles neighborhood.

The area of Park Versailles in the secondary study area to the east of Beach Street is dominated by dense, five- and six-story walkup apartment buildings constructed out to the lot lines at the sidewalks, creating uniform streetwalls along much of the area. The apartment buildings with the highest FARs (ranging from 5.04 to 5.40) are located adjacent to the Affected Area on Guerlain Street. One- and two-family, low-rise, low-density homes with shallow front yards, similar to those of the western portion of the sub-area, are interspersed throughout. There are also commercial buildings along Beach Street below Mansion Street, with varied setbacks; some are built out to the lot lines at the sidewalk, while other buildings are set back behind surface parking lots.

Open Space and Natural Features

The topography of the Park Versailles sub-area is generally flat. Open spaces in the Park Versailles neighborhood include the private 0.22-acre Noble Mansion courtyards adjacent to the high-rise apartment tower at 1500 Noble Avenue, which contain landscaping, mature trees with a dense canopy, and benches; the private 0.12-acre Archer Co-Op Courtyard at 1430 Thieriot Avenue that contains benches; and the 1public .58-acre Taylor Playground at 1564 Taylor Avenue, which features handball courts, playgrounds, and spray showers. The Park Versailles neighborhood also features the 3.21-acre Noble Playground, which is partially under construction at 1541 Bronx River Avenue. When complete, this public open space resource will contain baseball fields, basketball courts, fitness equipment, playgrounds, and spray showers.

Visual Resources

The Noble Mansion and Archer Co-Op Courtyards and the Taylor and Noble Playgrounds are significant visual resources in the Park Versailles neighborhood which can be easily seen from adjacent streets and sidewalks. The Noble Mansion Courtyard is visible from Noble Avenue and the Cross Bronx Expressway; the Archer Co-Op Courtyard is visible from Thieriot Avenue; the Taylor Playground is visible from Taylor Avenue, Guerlain Street, and Thieriot Avenue; and the Noble Playground is visible from Noble Avenue, Bronx River Avenue; and the Cross Bronx Expressway. Additionally, the S/NR-listed Parkchester Special

Planned Community is a significant visual resource in the secondary study area located to the east of the Park Versailles neighborhood. There are noteworthy westward looking view corridors of the campus from White Plains Road and adjacent streets within the Park Versailles sub-area.

Parkchester

Streets

The Parkchester neighborhood of the secondary study area is roughly bounded by White Plains Road to the west, the railroad tracks and East Tremont Avenue to the north, and Castle Hill Avenue to the east. White Plains Road and Castle Hill Avenue are a 100-foot-wide major streets and local truck routes. They both contain one lane each of north and southbound vehicular traffic that expand to two lanes at left turns, flanked by parallel parking lanes. Castle Hill Avenue expands to two lanes of traffic in both directions north of Metropolitan Avenue and is flanked by conventional bike lanes. White Plains Road has bus shelters along the sidewalks. The 100-foot-wide major thoroughfare of East Tremont Avenue is also a local truck route and contains two lanes each of east and westbound vehicular traffic separated by a concrete median and flanked by parallel parking.

Unlike other sub-areas of the secondary study area, Parkchester is largely a self-contained planned community dominated by the Parkchester Special Planned Community Preservation District, a 129-acre master planned community oriented towards internal drives rather than the surrounding street grids. There are only two through-streets in the Parkchester Special Planned Community: the northwest-southeast Unionport Road and the northeast-southwest Metropolitan Avenue. These two streets intersect at the Metropolitan Oval, splitting the complex into four quadrants: north, south, east, and west. Both avenues are 102-feet wide and are comprised of one lane of vehicular traffic in each direction, separated by a wide median with trees and grass and fencing, and flanked by parallel parking on the right side of both streets.

The remainder of streets within the Parkchester Special Planned Community are winding internal drives and pedestrian paths connecting buildings, surface parking lots, and open spaces to Unionport Road and Metropolitan Avenue. Most streets in the sub-area are lined with concrete sidewalks punctuated by street trees, streetlights, and fire hydrants. Street furniture in Parkchester is limited to road signs, garbage cans, benches, mailboxes, bike racks, and bus shelters with benches.

There are no designated bike lanes or bike routes within the Parkchester sub-area other than the conventional bike lanes on Castle Hill Avenue detailed above.

Buildings

The built form of the Parkchester sub-area is dominated by the Parkchester Special Planned Community Preservation District, a largely self-contained planned community constructed in 1939-1942. The complex contains 171 buildings ranging from eight to 14 stories, grouped into 51 clusters oriented towards the internal vehicular drives and pedestrian paths of the campus, and surrounded by open spaces in the "tower-in-the-park" style. All of the buildings are clad in red brick with intricate patterns of brickwork and regular fenestration, and the campus has a density ranging from 1.72 to 2.02 FAR. It is notable for its over 500 polychromatic terra cotta sculptures on the exterior of buildings and in fountains which depict a wide array of figures. The Parkchester Special Planned Community contains 12,271 residential apartments and more than 100 commercial spaces, including stores, restaurants, and offices. Many of the buildings with lower-level commercial uses are oriented towards Unionport Road and Metropolitan Avenue, creating

cohesive streetwalls along these thoroughfares punctuated by awnings and large glass storefront windows.

St. Raymond Catholic Church and Cemetery is also located in the Parkchester sub-area at the southwestern corner of Castle Hill Avenue and East Tremont Avenue. Constructed in 1897, the church was designed in the Byzantine Revival-style by architect George H. Streeton. It contains a large rose window flanked by towers.

Open Space and Natural Features

The topography of the Parkchester sub-area includes the highest elevations of the secondary study area, sloping down towards Castle Hill Avenue. The Parkchester sub-area contains a wide variety of open space resources, and a dense tree canopy with mature trees throughout the complex. The Parkchester Special Planned Community is surrounded by approximately 3.64 acres of open space that includes grass, trees, landscaping, pedestrian paths, benches, playgrounds, sports fields, and basketball courts. The complex also contains the Metropolitan Oval AKA Bronx Unionport Parkchester Park, a 2.16-acre site with landscaping, benches, sculptures, and a fountain, as well as the Parkchester Oval Park, a 2.05-acre site with lawns, landscaping, seating areas, playgrounds, and tennis courts. As noted above, Unionport Road and Metropolitan Avenue intersect at the Metropolitan Oval.

There are several open space resources within the Parkchester sub-area outside of the Parkchester Special Planned Community: the 1.37-acre Castle Hill Playground at 1679 Castle Hill Avenue, which contains basketball and handball courts, playgrounds, and spray showers; the 0.35-acre St. Raymond Church Cemetery at 1759 Castle Hill Avenue; and the 0.91-acre St. Raymond High School Field at 1603 Purdy Street.

Visual Resources

The S/NR-eligible Parkchester Special Planned Community is a significant visual resource in the secondary study area. As detailed further in Chapter 5, "Historic and Cultural Resources," the complex is historically significant as a well-preserved and early representative example of a planned community that reflects the city planning and landscaping ideas of the early- to mid-20th century. It is also historically significant for its architecture, landscaping, and design reflective of social and community values such as views, open space, traffic calming, limited access, and affordability, as well as its terra cotta ornamentation and other sculptures designed by Joseph Kiselewski and Raymond Granville Barger situated throughout the complex.

Other significant visual resources in the Parkchester sub-area outside of the Parkchester Special Planned Community include the Castle Hill Playground and St. Raymond Church and surrounding open spaces.

Westchester Square

Streets

The Westchester Square neighborhood within the secondary study area is roughly bounded by the 100-foot wide, major thoroughfare of Castle Hill Avenue to the west, the Amtrack railroad tracks to the north, and Waters Place to the northeast. Castle Hill Avenue is a 100-foot-wide local truck route that contains one lane each of north and southbound vehicular traffic, expanding to two lanes at left turns and north of Metropolitan Avenue. It is flanked by conventional bike lanes and parallel parking on both sides of the street. Waters Place is an 80- to 100-foot-wide street with one lane each of northwest and southeast

traffic flanked by parallel parking lanes on either side of the street. The sub-area is intersected by the 100-foot-wide thoroughfares of Williamsbridge Road and East Tremont Avenue. As detailed above, these two major streets are local truck routes that contain two lanes each of northwest and southeast-bound vehicular traffic. Williamsbridge Road also features a vehicular and pedestrian bridge that carries pedestrian and vehicular traffic over Amtrak's train tracks.

The Westchester Square neighborhood is largely comprised of 60-foot-wide one-way northwest-southeast streets intersected by 50- and 60-foot wide one- and two-way northeast-southwest streets, creating varying sizes of rectangular and square blocks. Zerega Avenue is a local truck route; most other streets in the sub-area carry local traffic. Almost all streets in Westchester Square have parallel parking on both sides of the street, streetlights, and concrete sidewalks punctuated by street trees, utility poles for overhead wires, fire hydrants, and curb cuts adjacent to driveways and front yard parking. Street furniture in the neighborhood is limited to road signs and mailboxes.

There are no designated bike lanes or bike routes within the Westchester Square sub-area other than the conventional bike lanes on Castle Hill Avenue detailed above.

Buildings

The Westchester Square neighborhood is characterized by low-rise, low-density one- and two-family and multi-family residences to the south, and low-rise, low-density commercial uses, which largely consist of destination retail and restaurants, along Williamsbridge Road and East Tremont Avenue. This area also features low-rise, low-density manufacturing and auto-related uses clustered along the block between Williamsbridge Road and the train yard. Almost all buildings in the sub-area are oriented towards the street and are clad in a variety of building materials.

Varying streetwalls throughout the residential neighborhood are created by a mix of building setbacks. One- and two-family homes often have raised front entrances or stoops and are set back from the street behind shallow front yards surrounded by fencing in a variety of materials. These shallow front yards typically contain limited vegetation or garbage/recycling bins. The homes along St. Raymond Avenue, Brick Street, Fuller Street, and Maclay Avenue tend to have slightly deeper front yard setbacks with vehicular parking spaces in the front yard. The five- and six-story multi-family apartment buildings in the Westchester Square neighborhood are largely built out to the lot lines at the sidewalk. There are six-story, high-density apartment buildings along St. Peters Avenue and Frisby Avenue in the sub-area, creating uniform streetwalls along these thoroughfares. These buildings have some of the highest FARs in the secondary study area, ranging from 3.14 to 5.1.

The commercial buildings of the Westchester Square sub-area are generally built out to the lot lines with ground-floor signage and awnings as well as adjoining surface parking lots. The manufacturing and auto-related buildings in the northern section of the sub-area are typically built-out to the lot lines with curb cuts and vehicular parking and storage on the sidewalks, impeding pedestrian access.

Public facility/institutional uses are scattered throughout the Westchester Square sub-area. The tallest buildings in the neighborhood are the seven-story institutional buildings of the Montefiore Westchester Square Medical Campus at 2475 St. Raymond Avenue and the mental health residential facility at 2432 Lyvere Street, immediately adjacent to the Affected Area. The rectory and convent of the St. Raymond Roman Catholic Church, which are set back from the street behind grass and fencing, is also located in the sub-area Additionally, the MTA Westchester Yard and Maintenance Facility is located in the northeast

section of the sub-area between Waters Place and Blondell Avenue. The facility is located beneath the level of the surrounding streets and is bordered by tall metal fencing and trees.

Open Space and Natural Features

The topography of the Westchester Square sub-area slopes upward from Castle Hill Avenue to its peak in the vicinity of Williamsbridge Road. Open spaces and natural features of the Westchester Square neighborhood include the publicly-accessible 1.40-acre Owen F. Dolen Park recreational center at 2551 Westchester Square; the 0.69-acre P.S. X012 Playground at 2555 Tratman Avenue, which includes a track, basketball courts, and a playground and is not publicly-accessible; and the open spaces surrounding the St. Raymond Roman Catholic Church's convent and rectory buildings, which is comprised of grass, landscaping, and trees; as well as occasionally landscaped residential yards and street trees.

Visual Resources

The St. Raymond Roman Catholic Church buildings and the Owen F. Dolen Park are notable visual resources in the Westchester Square neighborhood that can be easily seen from adjacent streets and sidewalks. Additionally, the S/NR-listed Parkchester Special Planned Community is a significant visual resource in the secondary study area located to the west of the Westchester Square neighborhood. There are noteworthy westward looking view corridors of the campus from Castle Hill Avenue and adjacent streets in the Westchester Square sub-area.

Hutchinson Metro Center

Streets

Due to a number of public facility and institutional campuses, commercial centers, and industrial complexes, the Hutchinson Metro Center has very few public streets which do not conform to any standard street grid, resulting in large, irregularly shaped blocks in the sub-area with limited vehicular and pedestrian access. All of these campuses have private drives leading to large parking lots and garages. It is bounded by the 80- to 100-foot-wide Waters Place to the southwest, Amtrak's railroad tracks to the west, and the Hutchinson River Parkway arterial highway to the east.

In the mid-2010s, Marconi Street was formally mapped within the Hutchinson Metro Center to ensure a public right-of-way up to the northern portion of the center. While the streets adjacent to the institutions and commercial uses in this portion of the sub-area contain concrete sidewalks in good condition, they are not easily accessed or pedestrian-friendly, as they do not contain active ground-floor uses or street furniture. The sidewalks of the sub-area are punctuated by newly planted street trees, streetlights, fire hydrants, road signs, and curb cuts adjacent to campus driveways. There are no designated bike lanes or bike routes within the Hutchinson Metro Center sub-area.

Buildings

The majority of development within this sub-area, including the private medical office development known as the Hutchinson Metro Center, was developed using state overrides and as such the auto-oriented built form here largely exists irrespective of the existing zoning districts. The eight-story Metro Center Atrium is a mixed-use development of hotel, office, and retail and gym uses surrounded by massive parking lots and garages. The public facilities and institutions of the sub-area contain the tallest buildings in the area, such as the 12-story Bronx Psychiatric Center towers, which are surrounded by grass,

landscaping, trees, and surface parking lots, and the 10-story PSAC II at 350 Marconi Street. The buildings in this sub-area are generally low-density, except for the 16-story Montefiore Hutchinson Campus which has an FAR of 6.1.

Open Space and Natural Features

The topography of the Hutchinson Metro Center sub-area is generally flat and low-lying. There are a number of open spaces in the sub-area. There are the 3.37-acre Van Nest Little League fields at Marconi Street and Waters Place, as well as the 7.17 Bronxchester Little League baseball fields at 1250 Waters Place. Other open spaces in the Hutchinson Metro Center sub-area include the trees, grasses, landscaping, benches, and paths surrounding the various institutional campuses. The Hutchinson River Parkway Greenway is a 35.49-acre open space resource located on the northeastern edge of the secondary study area that contains grass, trees, and trails.

Visual Resources

The Hutchinson River Parkway Greenway is a significant visual resource in the study area, although due to the large campuses and railyards of the area, there are very few viewsheds of the greenway from the Morris Park sub-area, largely limited to Waters Place. The Owen F. Dolen Park and Loreto Playground are also significant visual resources in the area, which can both be easily seen from adjacent streets and sidewalks. There is one significant historic resource in the Morris Park sub-area: the mixed-use residential and commercial building at 44-53 Westchester Square, which is eligible for listing on the State and National Registers of Historic Places (S/NR).

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

Affected Area

In the No-Action condition, the Proposed Actions would not be approved and implemented. Underutilized sites in industrial zones would remain underdeveloped in the Affected Area. As detailed further in Chapter 2, "Land Use, Zoning, and Public Policy," some changes to land use are expected in the Affected Area in the No-Action condition as a result of MTA's Penn Station Access project which is slated for completion in 2027. Penn Station Access will establish rail service between Penn Station and the eastern portion of the Bronx by extending the MTA's Metro-North Railroad New Haven line. Four new stations in the East Bronx will be built to support the new service, two of which will be located within the Affected Area: the Parkchester/Van Nest Station and the Morris Park Station. In addition to Penn Station Access and anticipated related right-of-way developments, there are nine expected and ongoing developments in the Affected Area, detailed below.

Parkchester/Van Nest Station Area

Building the Parkchester/Van Nest Station will require the MTA to pursue property acquisitions and easements in the Affected Area. Current projected acquisition sites include 2015 East Tremont Avenue, a site currently used for parking adjacent to the rail line in the north and the Parkchester Special Planned Community to the south. Additionally, there are several sites expected to be redeveloped in the Parkchester/Van Nest Station Area absent the Proposed Actions. A three-story supportive housing

building will be constructed at 2443 Poplar Street, and an eight-story, 46-unit residential building will be developed at 2438 Lyvere Street. Additionally, while no permits have been filed, the property at 1615 Unionport Road is expected to be redeveloped as it is currently underbuilt with 310,000 sf of available development rights.

Additionally, the RWCDS for the Proposed Actions assumes the development of one-story retail buildings on Projected Development Sites 6 and 10 in the No-Action condition (1881 and 2255 East Tremont Avenue, respectively). The RWCDS also assumes the construction of a four-story market-rate residential building with ground-floor local retail on Projected Development Site 7 at the southeast corner of East Tremont Avenue and White Plains Road, as well as the development of a 15-story market-rate residential building with ground-floor local retail, community facility, and medical office spaces on Projected Development Site 17 at 2460 East Tremont Avenue.

While these No-Action developments would be expected to infill vacant and underutilized lots in the Parkchester/Van Nest Station Area with active pedestrian uses, overall they would not significantly alter the existing urban design or visual resource conditions of the Parkchester/Van Nest Station Area in the future without the Proposed Actions.

Morris Park Station Area

There are several projects expected to be completed in the Morris Park Station Area absent the Proposed Actions. In the northern part of the area, it is expected that 1682 Stillwell Avenue will be redeveloped with a 30-unit homeless shelter with a community facility use on the first floor. Additionally, the RWCDS for the Proposed Actions assumes the development of two- to three-story medical offices on Projected Development Sites 21, 27, and 37 (1601 Poplar Street, 1481 Blondell Avenue, and 1401 Bassett Avenue, respectively) as well as one- to three-story medical office building with ground-floor retail spaces on Projected Development Sites 32, 33, 28, and 35 (1850, 1864, and 1950 Eastchester Road and 1315 Loomis Street, respectively). The RWCDS also assumes the development of a one-story retail building at 1870 Eastchester Road absent the Proposed Actions.

Although these No-Action projects would infill vacant and underutilized lots in the Morris Park Station Area with active pedestrian uses in the future without the Proposed Actions, overall, they would not significantly alter the existing urban design or visual resource conditions of the Morris Park Station Area in the No-Action condition.

Secondary Study Area

Pelham Gardens and Indian Village

NYC Parks is planning to renovate the Pelham Parkway greenway in the future without the Proposed Actions, enhancing the significant open space and visual resource of the secondary study area. Although still in the design phase, completion of the planned renovation is anticipated in 2026, and will include landscaping restoration and the construction of new seating areas and trails of the open space between Boston Road and Stillwell Avenue. No other changes to urban design or changes to existing visual

resources in the Pelham Parkway or Indian Village neighborhoods are expected in the future No-Action condition.

Morris Park

There are no known projects slated for development in the Morris Park neighborhood in the future without the Proposed Actions.

Van Nest

There are two projects slated for completion in the Van Nest neighborhood in the future without the Proposed Actions: a new three-story, 11-unit residential building at 840 Morris Park Avenue, and a new eight-unit residential building with ground-floor retail space at 841A Morris Park Avenue. No other changes to urban design or changes to existing visual resources are expected in the Van Nest sub-area in the future No-Action condition.

Park Versailles

There are two new buildings planned in the West Farms neighborhood in the future without the Proposed Actions: an 8,316-sf apartment building at 1547 Leland Avenue, and an eight-unit residential building with 943 sf of commercial space at 1846 Guerlain Street. Additionally, the ongoing construction at the Noble Playground at 1541 Bronx River Avenue is slated for completion in the No-Action condition, enhancing this significant open space and visual resource of the West Farms neighborhood. The upgraded playground will include 3.21 acres of new baseball fields, basketball courts, fitness equipment, play areas, and spray showers.

Parkchester

In the future No-Action condition, there are several projects slated for completion in the Parkchester sub-area. A new residential building with 221 affordable DUs is planned for 1701 Purdy Street, and a new 166,906 sf industrial/manufacturing storage shed will be developed at 1601 Purdy Street. Additionally, a 39-unit residential building will be constructed at 1550 White Plains Road. No other changes to urban design or changes to existing visual resources are expected in the Parkchester sub-area in the future No-Action condition.

Westchester Square

There are several new buildings planned in the Westchester Square neighborhood in the future without the Proposed Actions. A 32-unit residential building is slated for 2422-2426 Lyvere Street, and an eight-unit residential building with 2,996 sf of commercial space is planned at 1644-1646 Parker Street. A new mixed-use building with 228 DUs, 20,000 sf of commercial space, and 2,000 sf of community facility space is planned for 1312 Blondell Avenue, and a 21,886-sf commercial expansion is planned at 25 Westchester Square. Additionally, a new transient shelter facility building is planned for 1374 Blondell Avenue, which will contain 18 DUs, 31,413 sf of commercial space, 3,100 sf of community facility space, and 20 parking spaces.

Open space and visual resource improvements in the Westchester Square neighborhood in the No-Action condition include the ongoing renovation of the Golden Age Center located in the Owen F. Dolen Park and

the upgrades to the P.S. 0X12 Playground. Currently in the construction phase and slated for completion in 2024, the renovation of the Golden Age Center includes the reconstruction of the center's doors and windows. Slated for completion in 2025, the upgrades to the P.S. 0X12 Playground will include the development of an additional 0.69 acres of active recreational open space at the site.

Hutchinson Metro Center

A new 182-DU building is slated for development at 1776 Eastchester Road in the Hutchinson Metro Center in the future without the Proposed Actions. Another major change to urban design and visual resources in the Hutchinson Metro Center that will occur in the No-Action condition is the first phase of the Bronx Psychiatric Center Land Use Improvement Project, slated for completion in 2030. When complete, the development is expected to include 250,000 sf of residential space, a 124,300-sf hotel, 1.2 million sf of commercial office space, 40,000 sf of retail, 100,000 sf of biotech/research space, a 100,000-sf college/trade school, 2,000 sf of community facility space, 8,100 sf of amenity space, and 4,029 sf of parking, all in new buildings, as well as 8.70 acres of open space. The implementation of the Bronx Psychiatric Center Land Use Improvement Project will vastly change the urban design of this area of the Hutchinson Metro Center in the No-Action condition.

These No-Action projects in the secondary study area are not expected to significantly alter existing urban design or visual resource conditions in the area in the future without the Proposed Actions.

THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

As described in Chapter 1, "Project Description," the Proposed Actions include zoning map and text amendments and City Map changes affecting an area comprising approximately 46 blocks along East Tremont Avenue, White Plains Road, Bronxdale Avenue, Eastchester Road, and Stillwell Avenue. In the future with the Proposed Actions, the Affected Area would be rezoned to allow new residential space, a wider range of commercial and community facility uses to better serve existing and future residents, and a safer and more vibrant public realm. The Proposed Actions are intended to leverage new planned Metro-North service and planned and ongoing institutional projects to encourage a lively mixed-use community and reflect the aspirations articulated during five years of public outreach by DCP and other stakeholders.

Metro-North will be opening new stations at locations that have historically developed as marginal spaces typically occupied by auto-related uses. The future station areas at Morris Park and Parkchester/Van Nest are not suited for a future condition with projected daily pedestrian flows of 3,000 to 4,000 persons per day arriving at and leaving each station area, nor are the land uses in place positioned to leverage this new service for the creation of new housing units near transit and for the strengthening of existing jobs centers and retail corridors. The existing zoning does not permit appropriate levels of density, nor the types of uses consistent with the future vision for the station areas.

The Proposed Actions would permit higher density on major streets, large sites, areas adjacent to large institutions, and at new transit stations. They include height limits requiring new developments to be constructed under Quality Housing regulations, resulting in better urban design while providing for more

housing and commercial space. In appropriate areas close to the planned Metro-North stations, the Proposed Actions require active frontages, including along the edges of the proposed plaza at Morris Park. At the Parkchester/Van Nest Station Area, active ground floor uses would be required along sections of East Tremont Avenue, Bronxdale Avenue, and White Plains Road.

The Special Eastchester – East Tremont Corridor District would be established as part of the Proposed Actions. Largely coterminous with the Affected Area, the special purpose district would include modifications to underlying use, bulk, parking and loading, and streetscape regulations, and establish special provisions for the proposed M1-1A/R7-3 district detailed further below. It would also provide flexibility for large opportunity sites to facilitate public realm improvements around the future Metro-North stations. Additionally, the Proposed Actions would modify the boundaries of the existing Parkchester Special Planned Community Preservation District to facilitate development and active uses that better connect the wider community to the existing special district.

Although not part of the proposed land use and zoning actions, a coordinated plan would call for strategic improvements to infrastructure and services, such as streetscape and pedestrian safety improvements along East Tremont and other commercial corridors in the Affected Area, a new pedestrian plaza at Morris Park Avenue, and investments in affordable housing and workforce training, among other elements.

The following section describes the anticipated urban design conditions in the 2033 future with the Proposed Actions by neighborhood sub-areas. Figure 8-6, "Proposed Zoning and Photo Key," and Figures 8-7 through 8-25 provide illustrative renderings of modified pedestrian views of the Affected Area in the With-Action condition as compared to both existing and No-Action conditions. As described in Chapter 1, "Project Description," the RWCDS for the Proposed Actions assumes that all With-Action development on the 60 projected development sites would attempt to maximize the permitted floor area, and would result in a net increase of approximately 7,474 DUs, approximately 302,236 gsf of local retail space, 1,620,625 gsf of life sciences, 1,290,628gsf of community facility space, and 3,765 accessory parking spaces, as well as a net decrease of 405,096 gsf of industrial and automotive uses and 145,696 gsf of office space in the Affected Area.

Affected Area

Parkchester/Van Nest Station Area

The Proposed Actions would rezone the southern parcels of East Tremont Avenue east of Beach Avenue in the Affected Area R8X with C2-4 commercial overlays. R8X districts are high-density contextual residential districts which permit all residential uses as well as community facility uses. R8X districts allow a maximum residential FAR of 7.20 (MIH) and maximum community facility FAR of 6.0. The R8X district would result in a maximum streetwall height of 105 feet, above which buildings would need to set back before rising to a maximum height of 175 feet (17 stories) along the southern side of East Tremont Avenue in the Affected Area. These parcels would also have C2-4 commercial overlays at the street line, resulting in active lower-level commercial uses along the thoroughfare in the future with the Proposed Actions.

The block to the west of Beach Avenue on the southern side of East Tremont Avenue, and the block between Elm Drive and Bronxdale Avenue on the northern side of East Tremont Avenue in the Parkchester/Van Nest Station Area would be mapped R7-2/C2-4 as a result of the Proposed Actions. R7-

2 districts are medium-density non-contextual districts, which permit all residential uses as well as community facility uses. R7-2 districts allow a maximum residential FAR of 4.60 (MIH), which would increase to 5.0 in the special district, and community facility FAR of 6.50. They would result in maximum streetwall heights of 75 feet, which would increase to 85 feet in the special district, above which buildings would need to be set back before rising to a maximum height of 135 feet (13 stories), which would increase to 155 feet (15 stories) in the special district, along these portions of East Tremont Avenue and Bronxdale Avenue. These parcels would also have the C2-4 commercial overlay, permitting lower-level commercial uses to activate the streetscapes of the parcels.

The southern side of Baker Avenue west of Garfield Street in the Parkchester/Van Nest Station Area would be rezoned R6A. R6A districts are medium-density contextual residential districts that usually produce high lot coverage, six- or seven-story apartment buildings near the street line. They permit all types of residential uses and community facility uses and require Quality Housing buildings. R6A districts permit maximum residential FARs of 3.6 (MIH) and community facility FARs of 3.0; however, within the special district, the maximum residential FAR would increase to 3.9. In the future with the Proposed Actions, the R6A district would permit a maximum streetwall height of 65 feet, above which buildings would need to be set back before rising to maximum heights of 85 feet (eight stories) along Baker Avenue, except in the special district, where buildings could rise to 95 feet (nine stories).

The Proposed Actions would rezone the western side of White Plains Road north of the railroad tracks, as well as the eastern side of Bronxdale Avenue and the northern side of East Tremont Avenue east of Bronxdale Avenue in the Affected Area as R6-1/C2-4. The proposed R6-1 non-contextual district is a new medium-density residential district proposed as part of the text amendment that would allow residential uses of all types and community facility uses. The proposed R6-1 district is designed to produce Quality Housing buildings and has bulk regulations similar to what is allowed in an R6 district on wide streets under the MIH program. In the future with the Proposed Actions, the R6-1 districts mapped in the Affected Area would permit a maximum of 3.6 FAR, which would increase to 3.9 in the special district, and a maximum base height of 65 feet, above which buildings would need to set back, and a maximum building height of 115 feet (11 stories), which would increase to 125 feet (12 stories) in the special district. These changes would apply along the east side of Bronxdale Avenue and the north side of East Tremont Avenue in the eastern portion of the Parkchester/Van Nest Station Area, as well as the western side of White Plains Road north of the railroad tracks in the Affected Area. All of these R6-1 districts would have C2-4 commercial overlays at much of the streetline, resulting in active lower-level commercial uses along the thoroughfares.

The western side of Bronxdale Avenue north of the train tracks (including a portion of the Con Edison parcel) would be rezoned M1-1A/R7-3 in the future with the Proposed Actions. This proposed district would be mapped in an MIH area and would permit residential uses of all types up to a maximum FAR of 6.0, and community facility uses up to a maximum FAR of 5.0. The paired district would permit a maximum base height of 85 feet, increasing to 95 feet in the special district, and total building heights of 185 feet. Additional use and bulk provisions for commercial and manufacturing uses, and modifications to community facility bulk regulations, would be established by the special purpose district. Within the special purpose district, the proposed M1-1A district would permit community facility uses and commercial uses, including retail and service establishments without any size restrictions, and all

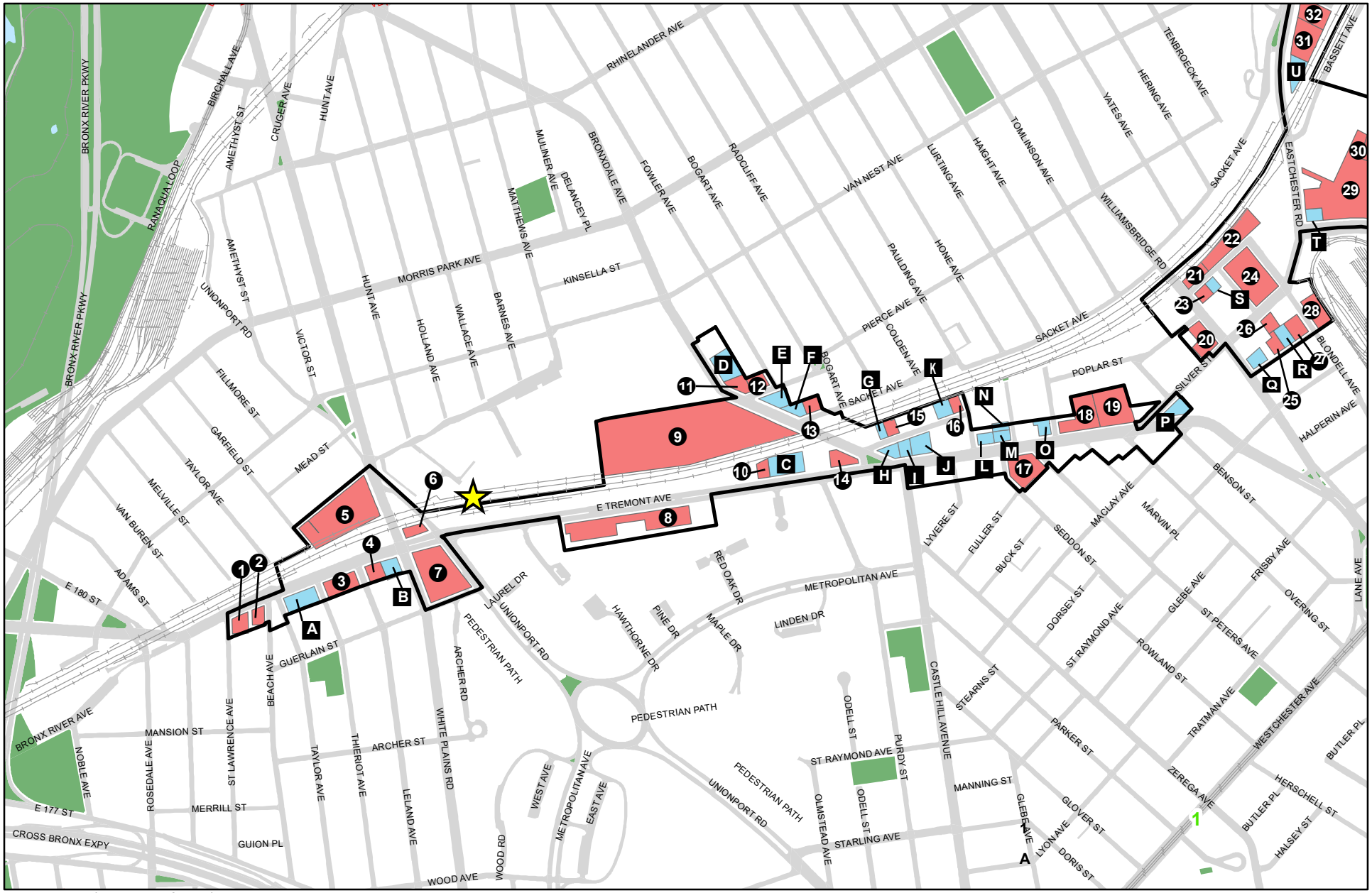
recreation, entertainment, and assembly uses. The district would also permit light industrial or manufacturing uses subject to performance standards. Additional provisions include a maximum FAR of 2.0 for commercial or manufacturing uses, and an increase in permitted FAR for community facility uses of 6.5.

The Proposed Actions would rezone the northern parcels of East Tremont Avenue to the west of Elm Drive and the eastern side of White Plains Road north of the railroad tracks as C8-2. C8-2 commercial districts are generally mapped along major traffic arteries and permit general commercial uses, including automotive and other heavy commercial services as well as community facility uses; residential uses are not permitted. C8-2 districts permit a maximum commercial FAR of 2.00 and community facility FAR of 4.80. The proposed special district would apply the same height and setback provisions of Quality Housing as applied to MIH areas to non-residential development in the Affected Area so as to avoid the unpredictable building envelopes permitted by typical C8-2 sky exposure plane regulations.

As detailed further in Chapter 1, "Project Description," and illustrated on Figure 8-5, "Projected and Potential Development Sites," there are 60 projected development sites in the Affected Area that are expected to be redeveloped as a result of the Proposed Actions, and 36 sites that could potentially be redeveloped. Figures 8-17 through 8-25 provide a comparison of the anticipated No-Action and With-Action conditions in the future Parkchester/Van Nest Station Area. As shown, development facilitated by the Proposed Actions would be built out to the lot lines, creating continuous streetwalls along the sidewalks with active pedestrian uses such as residential lobbies, retail spaces, and community facility uses and filling in gaps in the streetscape at heights and densities compatible with the surrounding built environment. Moreover, the proposed special district would apply active ground floor and transparency requirements along key commercial corridors and implement streetscape regulations such as streetwall requirements along these corridors to foster desirable architectural outcomes and establish continuity between building facades.

Additionally, for large sites next to the future Parkchester/Van Nest Station, the Proposed Actions would establish future discretionary actions to facilitate the provision of public realm improvements. Such mechanism would be created to allow a floor area bonus where a network of open space amenities and pedestrian circulation improvements are provided. A separate authorization would also allow for additional bulk modifications to facilitate developable floor space, including additional floor area generated under the bonus, to be accommodated within the permitted building envelope.

The Proposed Actions would also de-map a portion of Unionport Road in order to facilitate the development of adjacent Block 3952. The Proposed Actions would also modify the boundaries of the existing Parkchester Special Planned Community Preservation District in order to facilitate development and active uses to connect the wider community to the existing special district.



Source: New York City Dept. of City Planning, 2023;
Metropolitan Transportation Authority (MTA), 2018-2019; STV Incorporated, 2024.

N

0 0.1 0.2 Mile

Affected Area
Projected Development Sites
Potential Development Sites
Planned Metro-North Station

Figure 8-5a

PROJECTED AND POTENTIAL DEVELOPMENT SITES

Bronx Metro-North Station Study



Source: New York City Dept. of City Planning, 2023;
Metropolitan Transportation Authority (MTA), 2018-2019; STV Incorporated, 2024.

N

0 0.1 0.2 Mile

- Affected Area
- Projected Development Sites
- Potential Development Sites
- Planned Metro-North Station

Figure 8-5b

PROJECTED AND POTENTIAL DEVELOPMENT SITES

Bronx Metro-North Station Study

The Proposed Actions would also map portions of Block 4042, Lot 200 as street in order to facilitate the creation of a street network and improved circulation for future development of this site as well as access to the future Metro-North station entrance.

Morris Park Station Area

The Proposed Actions would rezone the area around Eastchester Road south of the rail line (including the Montefiore Medical Center and Calvary Hospital) and the blocks between Bassett Avenue and Eastchester Road/Stillwell Avenue northwest of the railroad tracks as C4-4. C4-4 districts are medium-density commercial districts that permit a range of commercial uses as well as residential and community facility uses. Permitted commercial uses include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. C4-4 districts permit maximum commercial FARs of 3.40 and community facility FARs of 6.50; however, the maximum commercial FAR would increase to 4.00 with the proposed special district. The residential district equivalent is R7-2; however, in the future with the proposed special district, the residential equivalent would be changed to R8. Therefore, any residences within the C4-4 districts near the future Morris Park Station would need to comply with R7-2 bulk regulations and MIH requirements (detailed above). The proposed special district would apply the same height and setback provisions of Quality Housing as applied to MIH areas to non-residential development in the Affected Area so as to avoid the unpredictable building envelopes permitted by typical C4-4 sky exposure plane regulations.

C4-3 zoning districts would be mapped along the northwestern parcel of the Morris Park Station Area; the blocks generally bounded by Seminole Street and Wilkinson Avenue to the west of Stillwell Avenue in the Affected Area; and the parcel at the northeast corner of Tenbroeck Avenue and Morris Park Avenue. C4-3 are medium-density commercial districts that permit a range of commercial uses as well as residential and community facility uses. Allowed commercial uses include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. C4-3 districts permit maximum commercial FARs of 3.40 and community facility FARs of 4.80; however, the maximum commercial FAR would increase to 4.00 with the proposed special district. The residential district equivalent is an R6 district; however, in the future with the proposed special district, the residential equivalent would be changed to R6-1 in the Morris Park Station Area. Therefore, any residences within the C4-3 districts would need to comply with R6 bulk regulations and MIH requirements (detailed above). The proposed special district would apply the same height and setback provisions of Quality Housing as applied to MIH areas to non-residential development in the Affected Area so as to avoid the unpredictable building envelopes permitted by typical C4-3 sky exposure plane regulations.

The Proposed Actions would rezone the parcels on the western side of Stillwell Avenue and eastern side of Eastchester Avenue north of Seminole Street in the Affected Area, as well as the blocks on the south side of Silver Street and west of Williamsbridge Road in the Affected Area as R6-1 with C2-4 commercial overlays. As discussed above, the proposed new R6-1 medium-density non-contextual residential district would produce Quality Housing buildings with similar regulations to other R6 districts on wide streets under the MIH program. In the future with the Proposed Actions, the R6-1 districts mapped in the Affected Area would permit a maximum of 3.6 FAR, which would increase to 3.9 in the special district, and a maximum base height of 65 feet, above which buildings would need to set back, and a maximum building

height of 115 feet (11 stories), which would increase to 125 feet (12 stories) in the special district. These changes would apply along the west side of Stillwell Avenue, east side of Eastchester Avenue, south side of Silver Street, and west side of Williamsbridge Road in the Affected Area. All of these R6-1 districts would have C2-4 commercial overlays at much of the streetline, resulting in active lower-level commercial uses along the thoroughfares.

An R8/C2-4 zoning district would be mapped along the northeastern side of Williamsbridge Road between Silver Street and the railroad tracks in the Morris Park Station Area as a result of the Proposed Actions. R8 districts are high-density non-contextual residential districts which permit all residential uses as well as community facility uses. R8 districts allow a maximum residential FAR of 7.20 (MIH) and maximum community facility FAR of 6.50. The R8 district would result in maximum streetwall heights of 135 feet, above which buildings would need to set back before rising to a maximum height of 215 feet (21 stories) along the northern side of Williamsbridge Road in the Affected Area. These parcels would also have C2-4 commercial overlays at the street line, resulting in active lower-level commercial uses along the thoroughfare in the future with the Proposed Actions.

Figures 8-7 through 8-16 illustrate the No-Action and With-Action conditions in the Morris Park Station Area of the Affected Area. As shown, the projected and potential developments in those areas would be built out to the lot lines, creating continuous streetwalls along the sidewalks with residential and office lobbies, retail spaces, and community facility uses including medical office and life science spaces as well as houses of worship. The Proposed Actions would result in the infill of underutilized properties in the area, constructed in keeping with the existing built forms of the surrounding neighborhood. As illustrated in Figures 8-8 and 8-10 through 8-12, building heights up to 215-foot tall (21-story) towers would be permitted in close proximity to the 28-story towers of the Albert Einstein College of Medicine and other institutional campuses of the area.

Moreover, the proposed special district would apply active ground floor and transparency requirements along key commercial corridors and implement streetscape regulations such as streetwall requirements along these corridors to foster desirable architectural outcomes and establish continuity between building facades. Additionally, to accommodate a new plaza for the future Morris Park Station, a floor area transfer mechanism would be established to allow the distribution of floor area across projected development sites proximate to this future station.

The Proposed Actions would also map Block 4226, Lots 1 (portions of) and 11 as street in order to facilitate the proposed widening of Marconi Street to reduce traffic congestion and enhance vehicular and pedestrian safety and circulation, and map Block 4226, Lot 50 (portions of) as street to facilitate the proposed widening of Marconi Street to add a new right-turn lane to the future Bronx Psychiatric Center Campus. Additionally, the Proposed Actions would map portions of Block 4226, Lots 1, 5, and 75 and Block 4411, Lot 75 in the northeastern section of the Affected Area as streets to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway. Lastly, the Proposed Actions would also map Block 4209, Lots 10 and 70 as streets to facilitate pedestrian access to the future Morris Park Station.

Secondary Study Area

The Proposed Actions are area-specific and would not result in any new development in the surrounding secondary study area as compared to the No-Action conditions.

Assessment

The Proposed Actions would facilitate development that is not currently permitted as-of-right in the Affected Area, which would create a notable change in the urban design character of the area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience in the vicinity of the Affected Area would change considerably. However, this change would not constitute a significant adverse urban design impact as it would not negatively affect a pedestrian's experience. Rather, development facilitated by the Proposed Actions is expected to positively affect the urban design of the area and improve the pedestrian experience in and surrounding the Affected Area. The Proposed Actions would promote the construction of active lower-level uses, including retail, community facility spaces, and residential and office lobbies as well as pedestrian amenities like the proposed Morris Park Station plaza, reactivating the corridors of the Affected Area and making the area more accessible, safe, and enjoyable for pedestrians.

Development facilitated by the Proposed Actions would enhance the commercial corridors surrounding Metro-North's future Parkchester/Van Nest and Morris Park Station Areas. The Proposed Actions would enable improved connectivity to the planned stations from the surrounding neighborhoods, aligning and facilitating future comprehensive streetscape improvements, including revising the street alignment to allow for wider sidewalks and pedestrian safety elements, as well as upgrading currently difficult and dangerous crossings, improving circulation and enhancing the pedestrian experience in and around the proposed new transit stations and surrounding neighborhoods.

As described further in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Actions would generate land uses that would be compatible with the zoning and land uses of the secondary study area surrounding the Affected Area. The secondary study area contains a variety of building forms, ranging from low-rise residential neighborhoods to high-rise institutional campuses. As detailed above, the buildings that are expected to be constructed as a result of the Proposed Actions would activate the corridors of the Affected Area with pedestrian-oriented spaces and amenities. The Proposed Actions would result in development that would create continuous streetscapes for pedestrians along the corridors of the Affected Area, replacing underutilized properties with active ground-floor spaces, activating the surrounding streetscapes and improving the pedestrian experience.

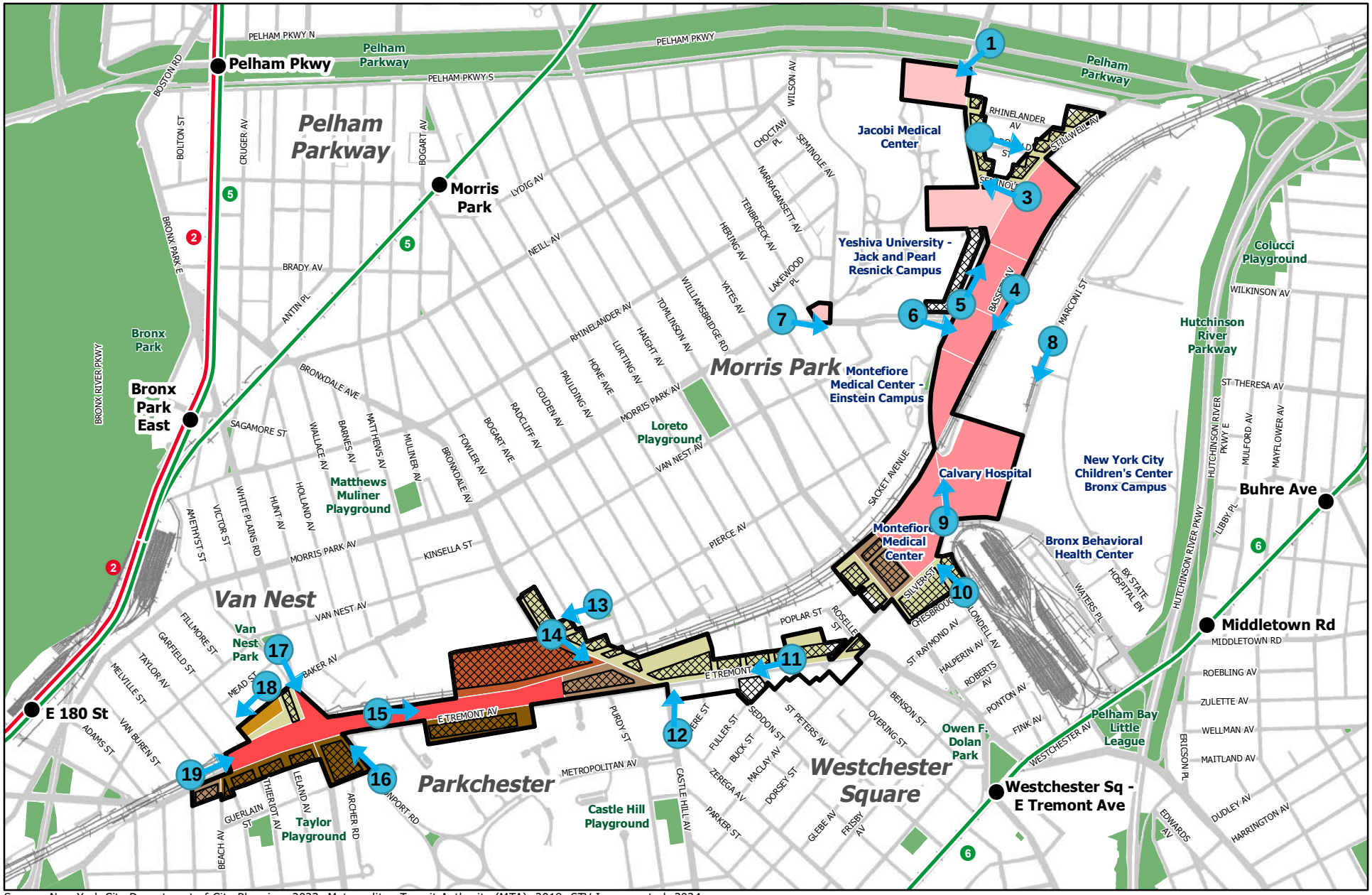
Through a number of street de-mappings and mappings, as well as the boundary modifications of the existing Parkchester Special Planned Community Preservation District, the Proposed Actions would better connect the Affected Area to the established surrounding neighborhoods and improve pedestrian and vehicular circulation in the areas. As detailed above, these actions would result in the expansion of Van Nest Park, and the establishment of improved access between the Parkchester Special Planned Community and the surrounding community, providing more open space resources and access to the area.

Development facilitated by the Proposed Actions would not eliminate primary or significant viewsheds of important visual resources in and around the Affected Area. In particular, no significant facades or important features of the S/NR-listed Parkchester Special Planned Community, St. Raymond Church and Cemetery, or significant views of other open space resources in and around the Affected Area would be obstructed by development facilitated by the Proposed Actions. Rather, the Proposed Actions would

provide improved access to the Pelham Parkway greenway through the extension of Marconi Street in the northeastern section of the Affected Area.

While the Proposed Actions would not result in any new development in the secondary study area, many of the projected and potential development sites located at or near the edges of the Affected Area would be visible from certain sections of the secondary study area. However, as detailed above, the Proposed Actions focus the higher density and taller buildings closer to similar existing development and around the future train stations, and lower density and shorter buildings closer to similar built environments, specifically the surrounding residential neighborhoods. As a result, the Proposed Actions would not significantly alter the urban design or obstruct or alter view corridors of significant visual resources in the surrounding study area neighborhoods. The With-Action developments would introduce residential, commercial, and community facility uses to the Affected Area, drawing pedestrians to the area and enlivening the public realm in the Affected Area and its immediate vicinity. The anticipated new development would replace underutilized lots with new buildings containing active ground-floor spaces, which would be visible when looking towards the Affected Area from many secondary study area streets in close proximity.

As such, while the Proposed Actions would result in a notable change in the urban design of the Affected Area and would alter some views of the neighborhood from the secondary study area, these changes would not be significant or adverse, but rather, are expected to vastly improve the pedestrian experience within and surrounding the area.



Source: New York City Department of City Planning, 2023; Metropolitan Transit Authority (MTA), 2018; STV Incorporated, 2024.

N

0 0.25 0.5 Mile

Primary Study Area/ Affected Area
C2-4 Overlay
C4-3
C4-4
C8-2
R6-1
R6A
R7-2
M1-1A/R7-3
R8X
1 Photo Location

Figure 8-6

PROPOSED ZONING AND PHOTO KEY

Bronx Metro-North Station Study

#1: View southwest on Eastchester Road from Pelham Parkway



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-7

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#2: View east on McDonald Street from Eastchester Road



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-8

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#3: View west on Seminole Street from Stillwell Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-9

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#4: View south on Bassett Avenue near Morris Park Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-10

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#5: View north on Eastchester Road from Morris Park Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-11

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#6: View east on Morris Park Avenue towards Eastchester Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-12

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#7: View east on Morris Park Avenue from Hering Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-13

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#8: View south on Marconi Street towards the Affected Area



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-14

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#9: View north on Eastchester Road from Waters Place



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-15

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#10: View northwest on Blondell Avenue from St. Raymond Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

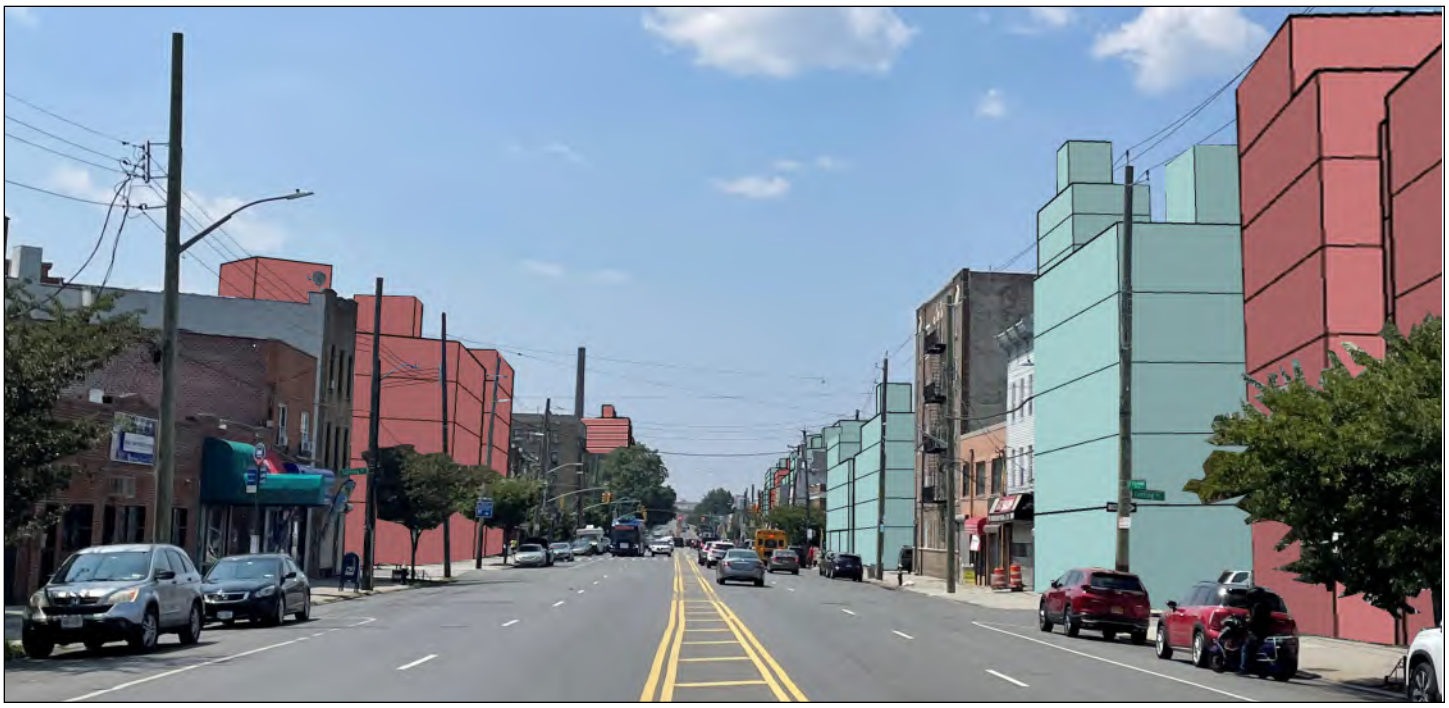
Figure 8-16

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#11: View west on East Tremont Avenue from Montgomery Place



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-17

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#12: View north on Castle Hill Avenue from Lyvere Street



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-18

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#13: View west on Pierce Avenue from Fowler Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-19

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#14: View south on Bronxdale Avenue from Pierce Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-20

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#15: View east on East Tremont Avenue from Dogwood Drive



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-21

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#16: View north on Unionport Road from south of Guerlain Street



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

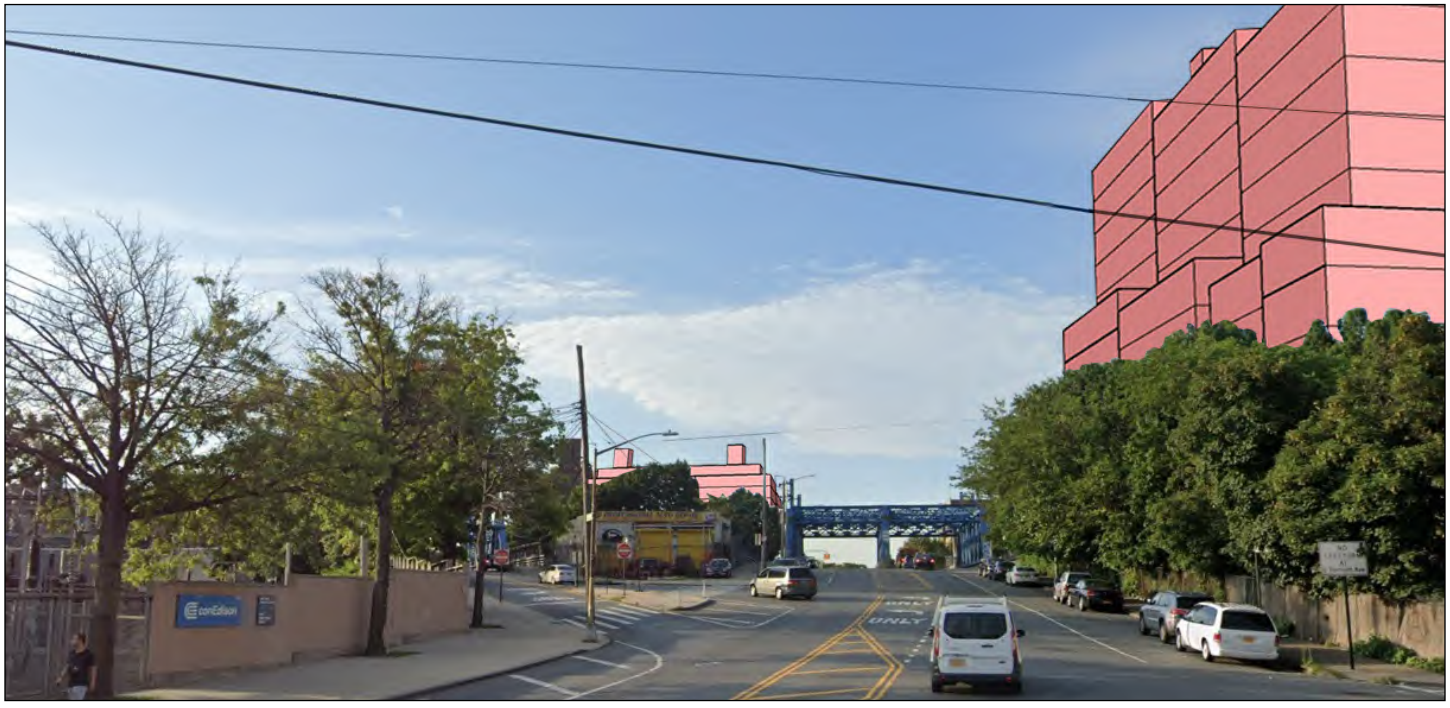
Figure 8-22

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#17: View south on Unionport Road from Baker Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-23

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#18: View west on Baker Avenue towards Garfield Street



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-24

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS

#19: View east on East Tremont Avenue from St. Lawrence Avenue



Existing / No-Action Condition



With-Action Condition

With-Action Development on Projected Site

With-Action Development on Potential Site

Figure 8-25

CONCEPTUAL COMPARISON OF EXISTING/NO-ACTION CONDITIONS VS. WITH-ACTION CONDITIONS