# 8 URBAN DESIGN AND VISUAL RESOURCES

## 8.1 Introduction

This chapter assesses the potential for the Proposed Actions to result in a significant adverse urban design and visual resources impact. A CEQR urban design and visual resources assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built and natural environment in the context of the project. The analysis of urban design relies on observations, drawings, maps, renderings, and most importantly, photographs and photographic montages taken from a pedestrian's eye level. These representations allow others to see what a project may look like.

Per the 2021 *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by the existing zoning. Typical projects that require an urban design and visual resources assessment includes projects that permit the modification of yard, height, or setback requirements, or projects that result in an increase in built floor area beyond what would be allowed as-of-right or in the No-Action Condition. A detailed analysis may be warranted for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

The Reasonable Worst Case Development Scenario (RWCDS) for this project established that the With-Action Condition would result in two projected development sites and one potential development site on Bronx Block 3017. Projected Development Site 1 (1460 Sheridan Boulevard – Lot 74) would be developed with approximately 263,862 gross square feet (gsf) of floor area, comprised of 258,862 gsf of residential space and 5,000 gsf of commercial space. Projected Development Site 2 (1480 Sheridan Boulevard – Lot 29) would total approximately 602,155 gsf of floor area, comprised of 565,926 gsf of residential space, 16,229 gsf of retail space, and 20,000 sf of accessory parking. Potential

Development Site A (1440 Sheridan Boulevard, Lots 60, 65, and 68), which is not owned by the Applicant, would total approximately 380,025 gsf, comprised of 349,422 gsf of residential space, 3,493 gsf of ground floor retail, and 27,110 gsf of accessory parking. In the With-Action Condition, all four 240-foot-tall (225 feet plus a 15-foot-tall bulkhead) buildings would be developed across the three development sites.

## 8.2 Principal Conclusions

The Proposed Actions would not result in a significant adverse urban design and visual resources impact. Industrial uses would be replaced with mixed-use development with a shore public walkway along the Bronx River. The proposed buildings would have active frontage along Sheridan Boulevard and the shore public walkway, and, as such, would be anticipated to result in a substantial improvement in the pedestrian experience. The redevelopment of the Proposed Rezoning Area's waterfront sites would provide an extension of waterfront access along the Bronx River and new visual and physical connections to the waterfront. It is anticipated that the Proposed Actions would result in an improvement in publicly accessible views to the Study Area's resources – particularly the Bronx River, the Amtrak Bascule Bridge, and Starlight Park – over the existing and No-Action conditions by introducing a network of open spaces on the development sites' waterfront.

The project-generated buildings would rise 24 stories to a maximum roof height of 225 feet (240 feet including the mechanical bulkheads) and would contain commercial uses at the ground and cellar levels. On Projected Development Site 1, the commercial use would front along the shore public walkway, northern lot line of Projected Development Site 1, and Sheridan Boulevard. On Projected Development Site 2, the commercial uses on the ground floor would front along the shore public walkway and Sheridan Boulevard. Potential Development Site A is not under control of the Applicant and there is no specific development proposal for this site. However, if redeveloped, Potential Development Site A would be redeveloped into a 24-story mixed-use waterfront building.

The form of the buildings would comprise a base with a tower atop, defined by a series of setbacks that respond to both the waterfront and streetscape settings. At the ground floor, all buildings would rise to a streetwall height of up to 65 feet (plus dormers[1] up to three stories tall along Sheridan Boulevard) above the base plane (sidewalk level) to form the building's base. Above this 65-foot-tall base, a minimum 10-foot-deep setback from Sheridan Boulevard and a 30-foot-deep setback from the proposed shore public walkways would occur. Each building's tower component would then rise above the base to a maximum height of 185 feet before a second setback at the start of the 40-foot-tall, four-story penthouse portion.

With the proposed rezoning, the three development sites would be allowed a maximum floor area ratio (FAR) of 6.0.[2] To construct the Proposed Development, waivers from the visual corridor and upland connection requirements of underlying waterfront zoning would be required to allow new development within the prolongation of Jennings Street.

[1] A vertical extension of the street wall that is permitted within the required setback area, per ZR 23-621.
[2] FAR is the principal bulk regulation that controls the size of buildings and is equal to the ratio of total building floor area to its zoning lot.

The same waiver would allow a second required visual corridor to be relocated between Buildings 2 and 3.

The Urban Design Study Area encompasses a quarter-mile radius around the Proposed Rezoning Area, divided into four subareas – Bronx River Waterfront, Western, Eastern, and Southern subareas. Each subarea is characterized by distinct land uses, street patterns, and building types.

The Bronx River Waterfront Subarea contains the Proposed Rezoning Area. The urban design of this subarea centers on the Bronx River, the Amtrak right-of-way, and Starlight Park. Its visual resources include Starlight Park, the Bronx River, Daniel Boone Playground, the Amtrak Northeast Corridor Line Bascule Bridge, the IRT No. 6 Subway Truss Bridge (that also spans the Western subarea), and the Westchester Avenue Bridge. Sheridan Boulevard is the widest street in the subarea; the area immediately west of Sheridan Boulevard contains a mix of uses including the Compass Residences – the Study Area's tallest buildings – and Lou Farmer High School.

With the Proposed Actions, some long-range views of visual resources in this subarea may be obstructed either partially or fully. The view along the prolongation of Jennings Street would be partially obstructed by the Proposed Development, which would extend approximately 35 feet from the south into the street's prolongation. The obstruction of long-range views is due to the proposed location of the buildings, which requires a waterfront zoning waiver, as previously discussed; however, the obstruction of long-range views is typical for new development in highly urbanized areas like the Bronx, and close-range views of the Study Area's resources would continue to be available from publicly accessible locations such as the street network and Starlight Park. The proposed network of open space in the Proposed Rezoning Area would also allow new publicly accessible views – particularly of the Bronx River, Starlight Park, and Amtrak Bascule Bridge – that would not be available in the No-Action Condition.

The Western Subarea is largely residential, with commercial, open space, and institutional uses in discrete locations. Its visual resources include P.S. 458 (a historic architectural resource formerly known as P.S. 50), Freeman Triangle, and Rock Garden Park. This subarea largely comprises one- and two-family residences up to three stories tall, and a mix of prewar and newer multifamily buildings generally up to six stories in discrete locations. With the Proposed Project, project-generated buildings may be visible only along a limited number of east-west streets. The effects of the project-generated buildings on the very-long range views would not result in a significant adverse urban design and visual resources impact.

Like the Western Subarea, residences – primarily along the side streets - in the Eastern Subarea comprise one- and two-family residences. The subarea's multifamily buildings are largely prewar and rise to a height of up to six stories. Westchester Avenue in the Eastern Subarea contains the Study Area's densest concentration of essential retail services. Except for East 172$^{nd}$, the Eastern Subarea's street pattern does not provide opportunities for views of the Proposed Rezoning Area. As such, views of the project-generated development would be severely limited.

The Southern Subarea centers on the Bronx River, the Amtrak right-of-way, and the Whitlock Avenue subway station. The subarea's visual resources include the Bronx River, Concrete Plant Park, the IRT No. 6 Subway Truss Bridge, and the Westchester Avenue Bridge. The subarea is predominately an M1-1 light manufacturing district, but also contains portions of R7-1 districts in the northwest and southwest corners. Views along

the subarea's street grid towards the Proposed Rezoning Area are limited, and views of project-generated development would be limited by intervening buildings and the elevated No. 6 subway.

# 8.3 Methodology

Based on the guidelines and definitions in the *CEQR Technical Manual*, this assessment of urban design and visual resources considers the Proposed Action's potential effect on the following elements:

- **Streets** refers to the arrangement and orientation of streets (the "street grid") that defines the location and flow of activity in an area, sets street views, and creates the blocks on which buildings and open spaces are organized. Streetscape elements are physical features that make up a streetscape, such as building street walls, building entrances, building fenestrations, sidewalks, street trees, street furniture, and other permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or newsstands that are critical to making a successful streetscape.
- **Buildings** support the street grid and the streetscape by conveying a sense of the overall form and design of a block or a larger area. A building's street wall forms the most common backdrop for public space and includes a building's size, shape, setbacks, lot coverage, and placement on the zoning lot and block. Active uses and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape.
- **Visual Resources** are the connections from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
- **Open Space** includes public and private areas such as parks, yards, parking lots, and privately-owned public spaces.
- **Natural Features** include vegetation, geologic, topographic, and aquatic features that may help define the overall visual character of the area.
- **Wind** is channelized pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety.

The Proposed Rezoning Area is not in an area particularly prone to winds or exposed to high winds. The Proposed Rezoning Area is on the west bank of the Bronx River and is not on a west or northwest-facing ocean waterfront. Therefore, a wind analysis is not warranted. For this project, a detailed urban design and visual resources analysis was warranted. All elevations are reference the North American Vertical Datum of 88 ("NAVD88").

## Impact Criteria

Per the *CEQR Technical Manual*, to determine the significance of urban design change, consideration must be given to the degree a project would result in a change to the built environment's arrangement, appearance, or functionality and whether the change would negatively affect a pedestrian's experience of the area. An important consideration is a project's context, such as the scale and use of surrounding buildings.

Key considerations to determine the significance of a visual resource impact may include:

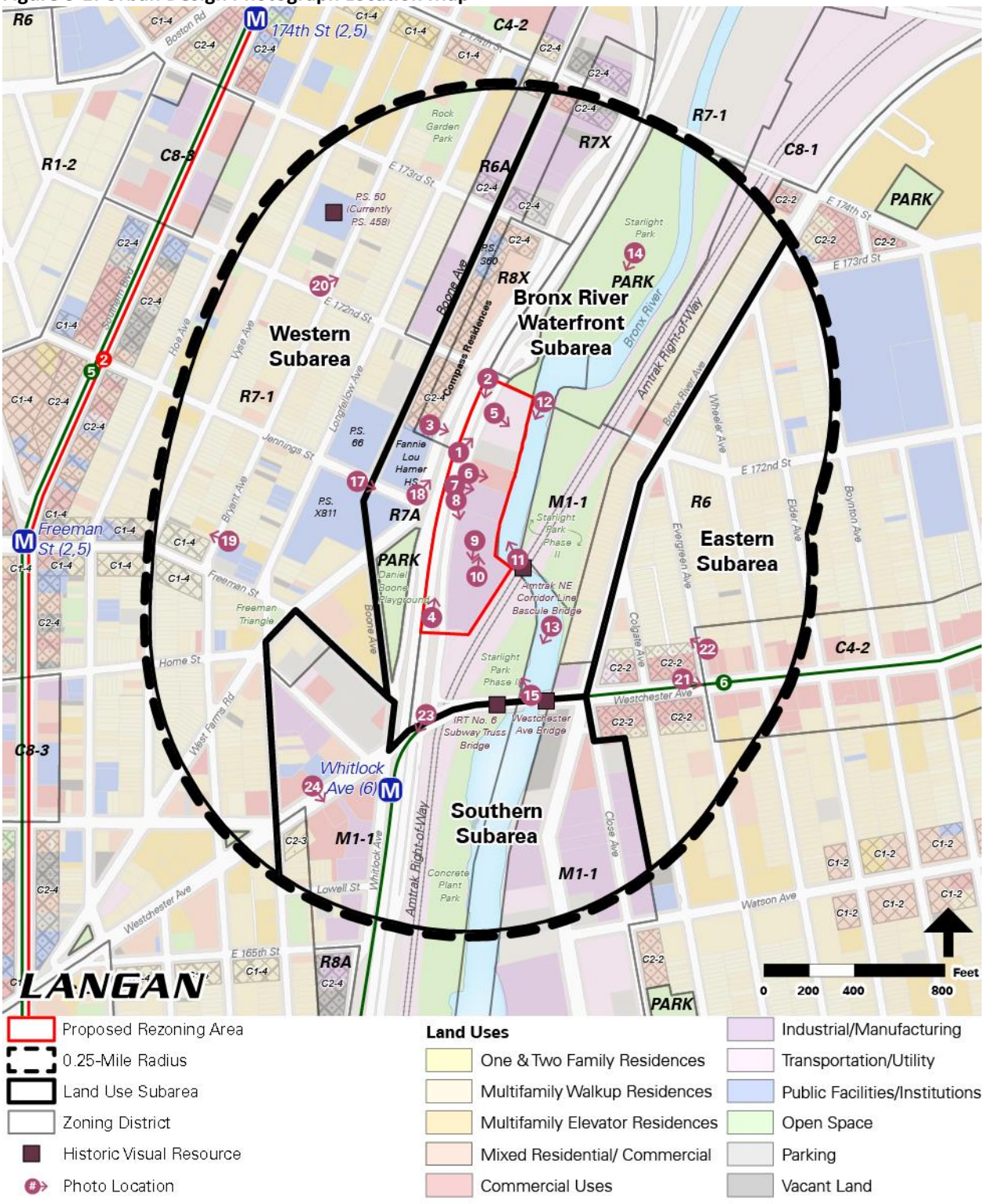
- whether the project obstructs important visual resources and whether such obstruction would be permanent, seasonal, or temporary;
- how many viewers would be affected;
- whether the view is unique or do similar views exist; or
- whether the visual resource can be seen from many other locations.

## Study Area

Per the guidelines set forth in the *CEQR Technical Manual*, the study area for an urban design and visual resources assessment is generally consistent with the study area used for the land use, zoning, and public policy analysis. For the Proposed Actions, a quarter-mile study area was selected for the Land Use, Zoning, and Public Policy Study Area. As shown in Figure 8-1, a quarter-mile study area was also applied for the Urban Design and Visual Resources Study Area (the "Study Area"), which is generally bound by Boynton Avenue to the east, Watson Avenue in the south, Hoe Avenue to the west, and East 174$^{th}$ Street to the north.

Similar to the Land Use Study Area, the Urban Design and Visual Resources Study Area is divided into four subareas. This assessment considers representative views within the Study Area that could potentially be affected by project-generated development. The Study Area contains several visual resources. The most notable resources for the Proposed Actions include Starlight Park, the Bronx River, the Amtrak Bascule Bridge, IRT No. 6 Subway Truss Bridge, and Daniel Boone Playground.

**Figure 8-1: Urban Design Photograph Location Map**



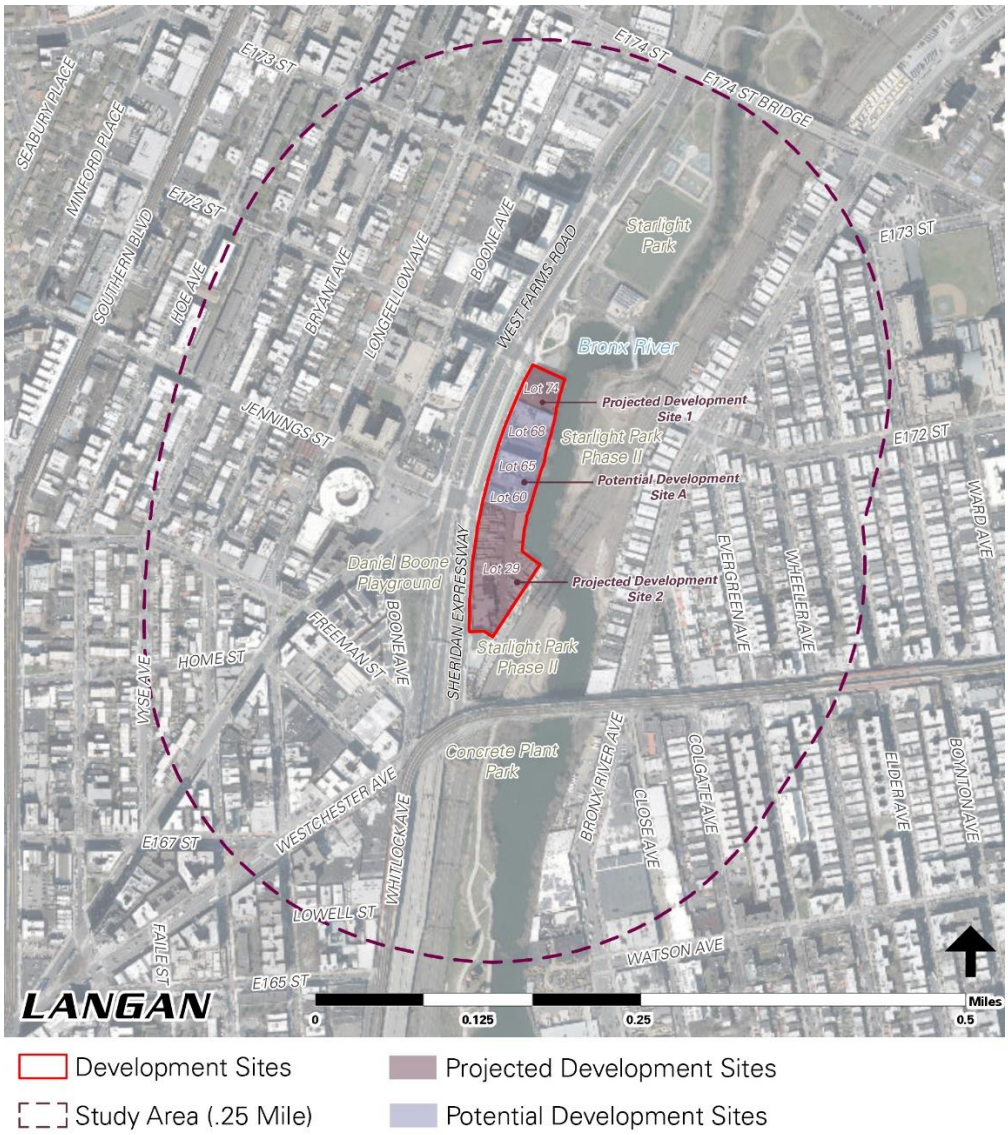
# 8.4 Existing Conditions

## Proposed Rezoning Area

The Proposed Rezoning Area is bound by Starlight Park to the north, the Bronx River and the Amtrak right-of-way to the east, a line 300 feet north of Westchester Avenue to the south, and the centerline of Sheridan Boulevard to the west. The Proposed Rezoning Area contains Bronx Block 3017, Lots 29, 60, 65, 68, and 74, and portions of Lots 6 and 28. The development sites are located between Sheridan Boulevard and the Bronx River. Figure 8-2 shows an aerial map with the projected development sites, rezoning area, and study area highlighted.

Photograph 8-1 through Photograph 8-12 show existing conditions in the Proposed Rezoning Area (see Figure 8-1 for key map).

**Figure 8-2: Aerial Map**



**Photograph 8-1**



View northeast across Edgewater Road (Sheridan Boulevard's eastern service road) towards Projected Development Site 1 and Starlight Park. Recently installed median landscaping and bicycle lanes in Sheridan Boulevard are in the frame's left. (Captured 02 Oct 2020)

**Photograph 8-2**



View southeast along Edgewater Road from East 172nd Street. Projected Development Site 1 is in the far left of the frame, and the existing hotel on Potential Development Site A is in the frame's center (Captured 02 Oct 2020)

**Photograph 8-3**



View east across Sheridan Boulevard from the Compass Residences' plaza towards Projected Development Site 1 (in the frame's left) and Potential Development Site A (frame's right). (Captured 18 Sept 2020)

**Photograph 8-4**




View north along Edgewater Road towards Projected Development Site 2 (frame's far right), Potential Development Site A, and the Compass Residences (orange arrow). (Captured 25 June 2022)

**Photograph 8-5**



View east of the open uses on Projected Development Site 1. The north tower of the Amtrak Bascule Bridge can be seen in the far right of frame (red arrow). (Captured 18 Sept 2020)

**Photograph 8-6**



View east through Potential Development Site A from Sheridan Boulevard towards the Bronx River. Accessory parking surrounds the existing hotel on the north, east, and south. (Captured 18 Sept 2020)

**Photograph 8-7**



View east from Edgewater Road to the vacant industrial building on Potential Development Site A. The building is set back from the street. The north tower of the Amtrak Bascule Bridge can be seen beyond (red arrow). (Captured 18 Sept 2020)

**Photograph 8-8**




View southeast along Edgewater Road towards Potential Development Site A and Jennings Street. The vacant building on this site is built to the street line. (Captured 18 Sept 2020)

**Photograph 8-9**



View south from the open parking facility on Projected Development Site 2 towards the four connected one-story accessory office buildings on the site. The IRT No. 6 Subway Truss Bridge can be seen in the background (yellow arrow). (Captured 18 Sept 2020)

**Photograph 8-10**



View north from Projected Development Site 2. The existing garage on the site is in the frame's far right, while Potential Development Site A and the Compass Residences (orange arrow) can be seen beyond. (Captured 18 Sept 2020)

**Photograph 8-11**



View west from beneath the Amtrak Bascule Bridge towards the Proposed Rezoning Area. Projected Development Site 2 is in the frame's far left, and Potential Development Site A is in the frame's center. The Compass Residences (orange arrow) are shown beyond. Vegetative overgrowth lines the shoreline within the Proposed Rezoning Area. (Captured 2 Oct 2020)

**Photograph 8-12**



View southwest towards Projected Development Site 1 and the Proposed Rezoning Area's waterfront edge. The waterfront structure on Projected Development Site 1 is a concrete seawall. Vegetative overgrowth has proliferated atop the concrete seawall. (Captured 2 Oct 2020)

***Development Sites and Buildings***

Projected Development Site 1 (Lot 74) is a 41,408-square-foot (sf) (0.95-acre) lot that contains a one-story, approximately 14,000-gsf automobile mechanic training facility. Projected Development Site 2 (Lot 29) is a 97,892-sf (2.25-acre) lot containing an open parking facility and four connected one-story accessory office buildings and one garage totaling approximately 25,197 gsf of building area. The existing buildings on Projected Development Site 2 are accessory to the parking facility.

Portions of Lots 6 and 28 are included in the Proposed Rezoning Area, and the Proposed Actions are not anticipated to result in new development on these sites. Lot 6 contains an active Amtrak rail line and Lot 28 contains an active auto repair facility.

The Proposed Rezoning Area is currently an M1-1 zoning district. M1-1 zoning districts are light manufacturing districts that allow light industrial uses and some commercial and community facility uses. Residential uses are not allowed as-of-right. Commercial and industrial uses are allowed up to a floor area ratio (FAR) of 1.0, and community facilities are allowed up to an FAR of 2.4.

***Streets***

The only street in the Proposed Rezoning Area is Sheridan Boulevard, which is mapped and built to an irregular width greater than 100 feet. Edgewater Road – Sheridan Boulevard's eastern service road – is used to access the development sites. West Farms Road is the boulevard's western service road. Sheridan Boulevard (and Edgewater and West Farms roads) was recently the subject of a New York State Department of Transportation capital project that replaced Sheridan Expressway with Sheridan Boulevard. The improvements sought to better connect the upland residential areas to Starlight Park and the Bronx River Waterfront. The improvements included new traffic signals, crosswalks, geometric changes, bicycle lanes, streetlights, and landscaping.

The Proposed Rezoning Area is approximately 0.3 miles from the No. 6 subway line at the Whitlock Avenue Station, which is south of Westchester Avenue and west of Sheridan Boulevard. Although outside of the Study Area, the No. 2 and No. 5 subway lines also serve the area at the Freeman Street Station, which is located approximately 0.4-miles from the Proposed Rezoning Area at the intersection of Freeman Street and Southern Boulevard. The Proposed Rezoning Area is proximate to local bus routes along Westchester Avenue, East 174$^{th}$ Street, and West Farms Road.

***Visual Resources and Open Space***

The Proposed Rezoning Area contains no visual resources or open spaces.

***Natural Features***

Currently, existing buildings, fencing, and overgrowth vegetation on the development sites obstruct views from Sheridan Boulevard to the Bronx River. The development sites – including the waterfront on these sites – are inaccessible to the public.

## Study Area

The Study Area is generally defined by the Bronx River, the Amtrak right-of-way, and Sheridan Boulevard, all of which are features that generally run north-south through the Study Area. A variety of land uses are present in the Study Area, including single-family

residences, multifamily apartment buildings, schools, open spaces, essential retail, and light industrial uses. The Study Area is divided into four subareas as described below.

***Bronx River Waterfront Subarea***

The Bronx River Waterfront Subarea contains the Proposed Rezoning Area. It is generally bound by Boone Ave to the west, East 174th Street to the north, Bronx River Avenue to the east, and Westchester Avenue to the south. The urban design of this subarea centers on the Bronx River, the Amtrak right-of-way, and Starlight Park. The visual resources of the Bronx River Waterfront Area include Starlight Park, the Bronx River, Daniel Boone Playground, the Amtrak Northeast Corridor Line Bascule Bridge, the IRT No. 6 Subway Truss Bridge, and the Westchester Avenue Bridge (see Chapter 5, "Open Space" and Chapter 7, "Historic and Cultural Resources" for descriptions of these visual resources). Photograph 8-13 through Photograph 8-18 show existing conditions in this subarea.

The street network in this area is interrupted by Starlight Park, the Amtrak right-of-way and the Bronx River. Except for Westchester Avenue and East 174th Street, the east-west streets terminate at Sheridan Boulevard or Bronx River Avenue. Sheridan Boulevard is the widest street in the subarea with a mapped irregular width greater than 100 feet. Bronx River Avenue – the first upland street to the east of the Bronx River – is a 100-foot-wide street. West Farms Road and East 174th Street are both mapped and constructed to a width of 80 feet, while Jennings and East 173rd streets are mapped to a width of 70 feet.

The subarea's north portion contains the largest portions of Starlight Park, the Bronx River, and industrial uses on the block bounded by Sheridan Boulevard, East 173rd Street, Boone Avenue, and East 174th Street.

This portion of Starlight Park contains a turf field, playground equipment, basketball courts, a kayak launch, walking paths, a stone seating area, a parking lot, landscaping, and the Bronx River House. The portion of Starlight Park adjacent to Projected Development Site 1 includes an open storage area that is inaccessible to the public. This inaccessible storage area provides space for horticulture staging, overflow parking, and contains an emergency boat launch.

The area immediately west of Sheridan Boulevard contains a mix of uses including the Compass Residences – the Study Area's tallest buildings – on the west side of Sheridan Boulevard, across from Starlight Park. The buildings were the subject of a General Large-Scale Development (LSRD) Special Permit and rezoning from the City Planning Commission that was approved in October 2011 (Land Use Application C100312 ZSX) that waived the maximum building heights of its underlying R8X district. The tallest of the Compass Residence buildings are the 15-story building at 1560 Boone Avenue (Block 3014, Lot 7502) and the 14-story building at 1544 Boone Avenue (Block 3014, Lot 7501). The first constructed building of the Compass Residences – 1512 Boone Avenue (Block 3013, Lot 29) – opened in 2016. The final residential building opened in 2020. In September 2022, the final building of the Compass Residences – P.S. 360, a Department of Education (DOE)-operated elementary school – opened at 1570 Boone Avenue (Block 2014 Lot 16) in September 2022.

South of the Compass Residences are Fannie Lou Hamer Freedom High School, P.S. X811, and Daniel Boone Playground. While the three-story high school is built up to West Farms Road (Sheridan Boulevard's western service road), P.S. X811 has a fenced-in blacktop fronting West Farms Road. These areas are in an R7A zoning district.

**Photograph 8-13**



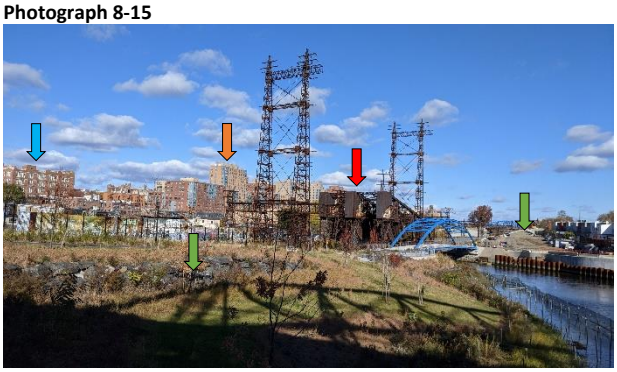
View southwest from the Bronx River towards the recently completed Phase II portion of Starlight Park. The IRT No. 6 Subway Truss Bridge can be seen above Westchester Avenue (yellow arrow), and the Westchester Avenue Bridge (white arrow) can be seen in the far left of the frame. (Captured 02 Oct 2020)

**Photograph 8-14**



View south across Starlight Park's turf field towards the Proposed Rezoning Area. The Compass Residences are shown in the center and right of the frame (orange arrow). (Captured 21 July 2022)

**Photograph 8-15**



View from the Westchester Avenue Bridge towards Starlight Park (green arrow), the Bronx River, the Amtrak Bascule Bridge (red arrow), the Proposed Rezoning Area, the Compass Residences (orange arrow), and P.S. 66 (light blue arrow).- (Captured 23 Nov 2021)

**Photograph 8-16**



View east along East 172nd Street towards Sheridan Boulevard, Projected Development Site 1, and the Bronx River. (Captured 18 Sept 2020)

**Photograph 8-17**



View east along Jennings Street towards Sheridan Boulevard and Projected Development Site 2. Fannie Lou Hamer High School is shown in the far left, and P.S. X811's blacktop is shown in the far right. The Amtrak Bascule Bridge's towers (red arrows) can be seen beyond. (Captured 18 Sept 2020)

**Photograph 8-18**




View north along Sheridan Boulevard from East 172nd Street towards Projected Development Site 1 and Starlight Park. The existing hotel on Potential Development Site A is shown in the frame's far right. (Captured 18 Sept 2020)

The area of Starlight Park east of the Bronx River and the Amtrak right-of-way largely consists of walking paths, biking trails, and landscaping. This area was recently improved as part of the Starlight Park Phase II project. As part of these improvements, pedestrian and bicycle bridges were recently constructed over the Amtrak right-of-way and the Bronx River. Farther east beyond Starlight Park, the subarea consists largely of one- and two-family semi-detached residences up to two stories in height that front along the west side of Bronx River Avenue. The residences, located in an R6 district, are built up to the streetline and approximately eight-foot-wide driveways are typically provided on the detached side of each residence. Each residence is constructed with brick and each is setback approximately five feet from the streetline. Nearly all of these residences comprise three bays (one door and two windows) on the ground floor and four bays of windows on the second story. One-story light industrial uses and ground floor retail uses are present at Bronx River Avenue's intersections with Westchester Avenue and East 172nd Street.

### *Western Subarea*

The western subarea is entirely in an R7-1 zoning district, except for an R6 district along Boone Street that is north of East 172nd Street. The street grid is irregular south of Freeman Street. The subarea's visual resources include Freeman Triangle, Rock Garden Park (open space resources), and P.S. 458 (a historic architectural resource formerly known as P.S. 50).

Consistent with R7-1 zoning, the Western Subarea is largely residential, with commercial (a non-conforming use), open space, and institutional uses in discrete locations. The subarea largely comprises one- and two-family residences up to three stories tall. Other than the eight-story Mother Arnetta Crawford Apartments at 1500 Hoe Avenue at the western fringe of the subarea, multifamily residences are typically prewar buildings up to six stories tall. Many of these buildings have accented window bays and some have fire escapes at the front of the building (see Photograph 8-19). Targeted infill development has occurred in isolated locations (Photograph 8-20). Retail services and transit options are easily accessible along Southern Boulevard from this subarea.

**Photograph 8-19**



View east from the northwest corner of Bryant Avenue and East 172nd Street. Three- and five-story multifamily buildings are shown. (Captured 27 Sept 2022)

**Photograph 8-20**



View west across Bryant Avenue toward a mix of multifamily residences with a height of six stories. (Captured 27 Sept 2022)

Institutional uses in the Western Subarea include P.S. 66 and P.S. X811 – both of which are at the intersection of Jennings Street and Longfellow Avenue – and P.S. 458 on the block bounded by East 172nd and East 173rd streets and Vyse and Bryant avenues. At the northern edge of the subarea is the 0.98-acre Rock Garden Park, which contains a playground, bench seating areas, a spray shower, vegetation, and rock outcroppings.

### *Eastern Subarea*

The Eastern Subarea centers on the elevated number 6 subway line and commercial uses along Westchester Avenue. The subarea's street pattern is largely regular except for Bronx River Avenue, which generally runs parallel to the Bronx River. There are no visual resources in the East Subarea.

Like the Western Subarea, residences along the side streets generally comprise one- and two-family residences, and the subarea's multifamily buildings are largely prewar buildings that rise to a height of up to six stories (see Photograph 8-21). Westchester Avenue in the Eastern Subarea contains the Study Area's most dense concentration of essential retail services, which includes grocery stores, restaurants, wireless communications stores, variety stories, financial services establishments, clothing stores, a pharmacy, laundromat and tailoring services, a gas station, car washes, and other services (see Photograph 8-22).

**Photograph 8-21**



View west across Evergreen Avenue to two-story attached brick one- and two-family residences. (Captured 27 Sept 2022)

**Photograph 8-22**



View southeast across Westchester Avenue at Evergreen Avenue. The No. 6 subway line runs elevated above Westchester Avenue. (Captured 27 Sept 2022)

### *Southern Subarea*

The Southern Subarea centers on the Bronx River, the Amtrak right-of-way, and the Whitlock Avenue subway station. It is generally bound by Close Avenue to the east, Watson Avenue to the south, Whitlock Avenue to the west, and Freeman Street and Westchester Avenue to the north. The subarea's visual resources include the Bronx River, Concrete Plant Park, the IRT No. 6 Subway Truss Bridge, and the Westchester Avenue Bridge. The subarea is predominately an M1-1 light manufacturing district, but also contains portions of R7-1 districts in the northwest and southwest corners.

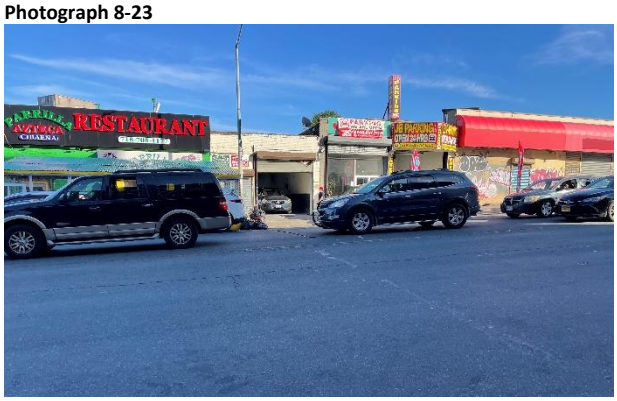
At a width of 100 feet, the widest street in the subarea is Westchester Avenue (see Photograph 8-23). The street grid in this subarea is largely irregular, which creates smaller triangular blocks. Along the east of the subarea, Sheridan Boulevard and Whitlock Avenue

form a wide street, above which runs the elevated No. 6 subway line (see Photograph 8-24).

The Whitlock Avenue subway station is elevated above Whitlock Avenue, just south of Westchester Avenue. Along the south side of Westchester Avenue is largely one-story commercial and semi-industrial uses such as restaurants, grocery stores, beauty salons, liquor stores, and autobody shops. Commercial uses on the north side of the street include a locksmith, a professional services office, and a money center at the ground floor of mixed-use buildings, and a laundromat and variety store in a one-story building that is set back from Westchester Avenue. The side streets generally contain light industrial and a mix of one- and two-family and multifamily residential uses.

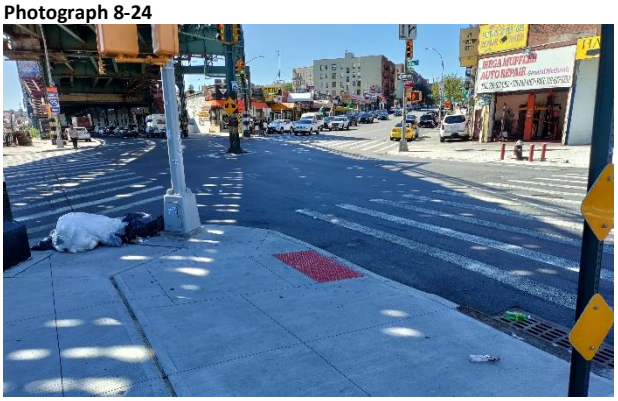
The subarea includes a mix of uses and buildings that rise up to a height of up to six stories. Standalone commercial establishments are typically one-story, while residential and mixed-use buildings are typically in prewar buildings that rise up to a height between two and six stories. The area between Freeman Street and Westchester Avenue contains a mix of one-story commercial, light industrial, and open parking uses, such as autobody repair shops, an ambulance parking facility, and the former Tropicana nightclub.

**Photograph 8-23**




View south across Westchester Avenue towards one-story retail establishments that include a restaurant, an autobody shop, and a grocery store. (Captured 15 Jun 2022)

**Photograph 8-24**




View southwest along Whitlock Avenue (left) and Westchester Avenue (right). (Captured 27 Sept 2022)

## 8.5 No-Action Condition

### Proposed Rezoning Area

In the No-Action Condition, existing conditions would remain. A one-story, approximately 14,000-gsf automobile mechanic training facility would remain on Projected Development Site 1, and the buildings, garage, and open public parking facility would remain on Projected Development Site 2. Potential Site A would remain improved as a hotel, an open truck parking facility, and vacant industrial building.

### Study Area

Independent of the Proposed Actions, there are four anticipated developments ("No-Build projects") within the Study Area that would be completed by the 2028 build year (Table 8-1).

**Table 8-1: No-Build Developments within the Study Area**

| | | | | Height (ft) | |
|---|---|---|---|---|---|
| **Address** | **Zoning District** | **GSF** | **FAR** | **Base** | **Roof** |
| 1559 Boone Avenue | R6A | 47,594 | 3.57 | 63 | 83 |
| 1731 W Farms Road | R7X | 48,771 | 3.72 | N/A[1] | 81 |
| 1745 W Farms Road | R7X | 56,720 | 3.50 | 68 | 68 |
| 1405 Vyse Avenue | R7-1/C1-4 | 17,755 | 3.36 | 70 | 70 |

1 Project is actively seeking a BSA variance to waive the maximum base height.

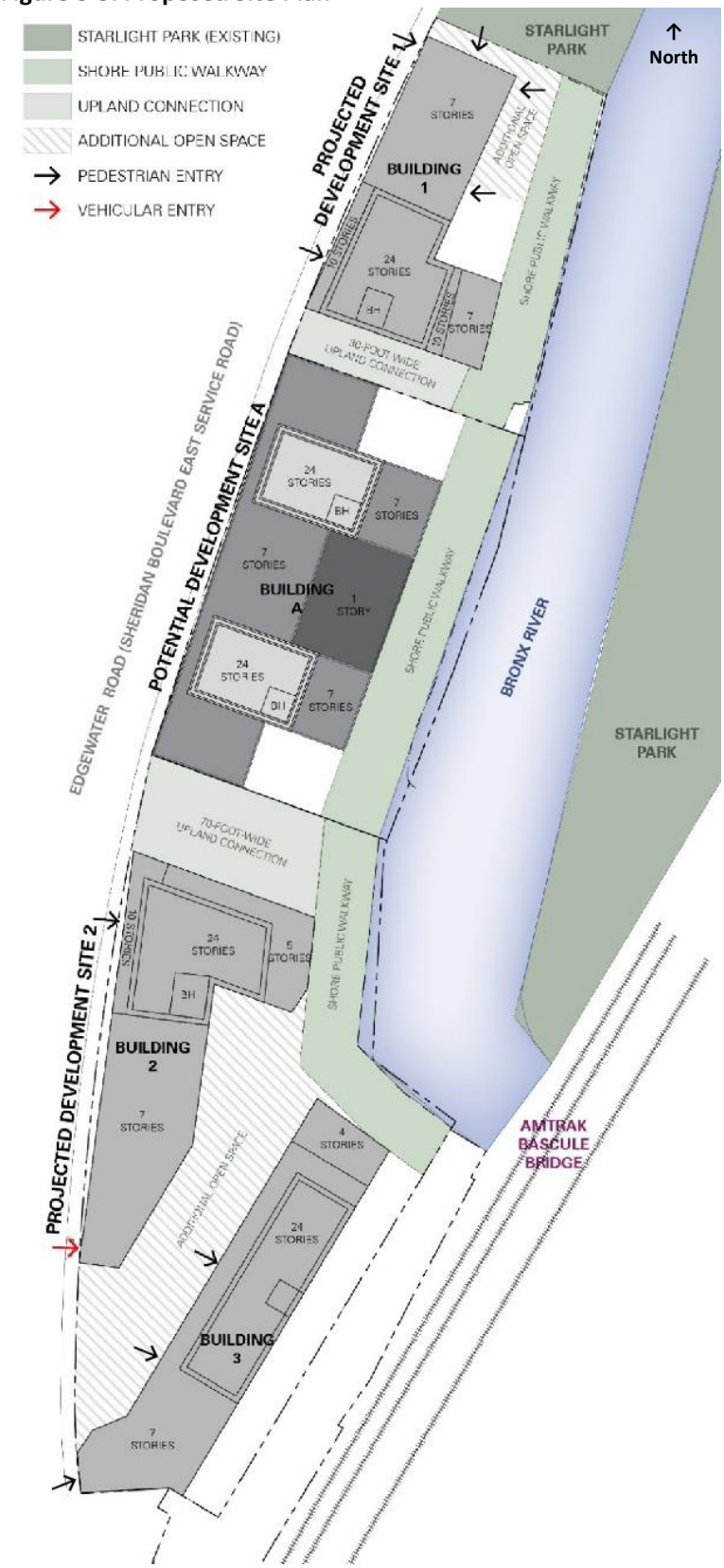
The remaining smaller No-Build projects in Appendix B would be complete independent of the Proposed Actions and would not affect the urban design and visual resources within the 400-foot Study Area.

## 8.6 With-Action Condition

In the With-Action Condition, the existing buildings on Projected Development Sites 1 and 2 would be demolished to allow development of Building 1 on Projected Development Site 1 and Buildings 2 and 3 on Projected Development Site 2. All three mixed-use waterfront buildings would rise 24 stories to a maximum roof height of 225 feet (240 feet including the mechanical bulkheads) and would contain commercial uses at the ground or cellar levels that would front along the proposed shore public walkways.

Potential Development Site A, if redeveloped, would also be redeveloped into a 24-story mixed-use waterfront building ("Building A"). The proposed site plan is shown in Figure 8-3 and the proposed illustrative landscape plan with access points is shown in Figure 8-4 along with the illustrative architectural plan in Figure 8-5. Figure 8-6 through Figure 8-11 provide illustrative renderings of the Proposed Development.

**Figure 8-3: Proposed Site Plan**




Source: Newman Design

**Figure 8-4: Illustrative Architectural Plan**




Source: Newman Design

**Figure 8-5: Rendering of Projected Development Site 1 from Sheridan Boulevard**




View southeast across Sheridan Boulevard from the north side of East 172nd Street. The building would "step up" from its seven-story base near Starlight Park to its tower component farther south along Sheridan Boulevard. For illustrative purposes only. Source: Newman Design

**Figure 8-6: Rendering of Shore Public Walkway on Projected Development Site 1 – View South**




View south along the proposed shore public walkway from Projected Development Site 1. Projected Development Site 2 can be seen farther south in the center of the rendering. The proposed shore public walkway would provide opportunities for new publicly accessible locations to view the Bronx River, the IRT No. 6 Subway Truss Bridge (yellow arrow), and the Amtrak Bascule Bridge (red arrows). Source: Newman Design

**Figure 8-7: Rendering of Projected Development Site 2 on the Bronx River**




View southwest across the Bronx River to Projected Development Site 2's proposed shore public walkway and additional open space. Commercial uses would front along the shore public walkway and assist to activate the waterfront. The proposed network of open spaces would include a mix of landscaped active and passive recreational uses. For illustrative purposes only. Source: Newman Design.

**Figure 8-8: Rendering of Projected Development Site 2 on Sheridan Boulevard**




View east to Projected Development Site 2. Building 2 is shown in the foreground, and Building 3 is shown beyond. The proposed buildings would incorporate a series of setbacks to add visual interest and articulate the building form. For illustrative purposes only. Source: Newman Design.

**Figure 8-9: Rendering of Projected Development Site 2's Proposed Additional Open Space**




View northeast through the proposed additional open space between Buildings 2 and 3 on Projected Development Site 2. The proposed additional open space would be sited within a visual corridor that provides sightlines between Sheridan Boulevard and the Bronx River. For illustrative purposes only. Source: Newman Design.

**Figure 8-10: Rendering of Proposed Additional Open Space on Projected Development Site 2**




View from Sheridan Boulevard (Edgewater Road) between Buildings 2 and 3 on Projected Development Site 2. Seating and landscaping is proposed along the visual corridor. For illustrative purposes only. Source: Newman Design.

**Figure 8-11: Rendering of Projected Development Site 2's Shore Public Walkway**




View southwest toward Sheridan Boulevard from the proposed shore public walkway on Projected Development Site 2 along the proposed visual corridor between Buildings 2 and 3. For illustrative purposes only. Source: Newman Design.

The form of all buildings would comprise a tower atop a base. The buildings would be defined by a series of setbacks that respond to both the waterfront and streetscape settings. Newly established visual corridors along 172nd Street, Jennings Street, and between Buildings 2 and 3 would provide both visual and physical connection to the shore public walkway and the Bronx River. New views from the project-generated buildings and shore public walkway would be available towards visual resources in the area including Starlight Park, the Bronx River, and the Amtrak Bascule Bridge. New views would also be available from Sheridan Boulevard and the proposed network of open spaces in the Proposed Rezoning Area. Views would also be available from Starlight Park to the proposed network of open spaces in the Proposed Rezoning Area.

The proposed buildings have been sited near Sheridan Boulevard to minimize shadow on the Bronx River while balancing the need for open space at the ground level with affordable housing above. The floor area at the bases of the buildings would be maximized, and the tower bulk would be limited to maximum width of 100 feet on the facades facing the river, creating a slimmer tower and allowing sunlight between the tower portions of the buildings.

Projected Development Site 1 would be developed with one building (building 1) totaling 248,334 gsf with 5,000 gsf of commercial space on the ground floor. Projected Development Site 2 would be developed with two buildings (Building 2 and Building 3). Building 2 would total 310,923 gsf with 278,912 gsf of residential space, and 9,975 gsf of commercial space (4,975 gsf in the cellar and 5,000 gsf on the ground floor). Building 3 would total 292,834 gsf with 264,535 gsf of residential space, and 6,332 gsf of commercial space (3,332 gsf in the cellar and 3,000 gsf on the ground floor. Table 8-2 shows the building program details below in gross square feet and zoning square feet (zsf):

**Table 8-2: Building Program Details**

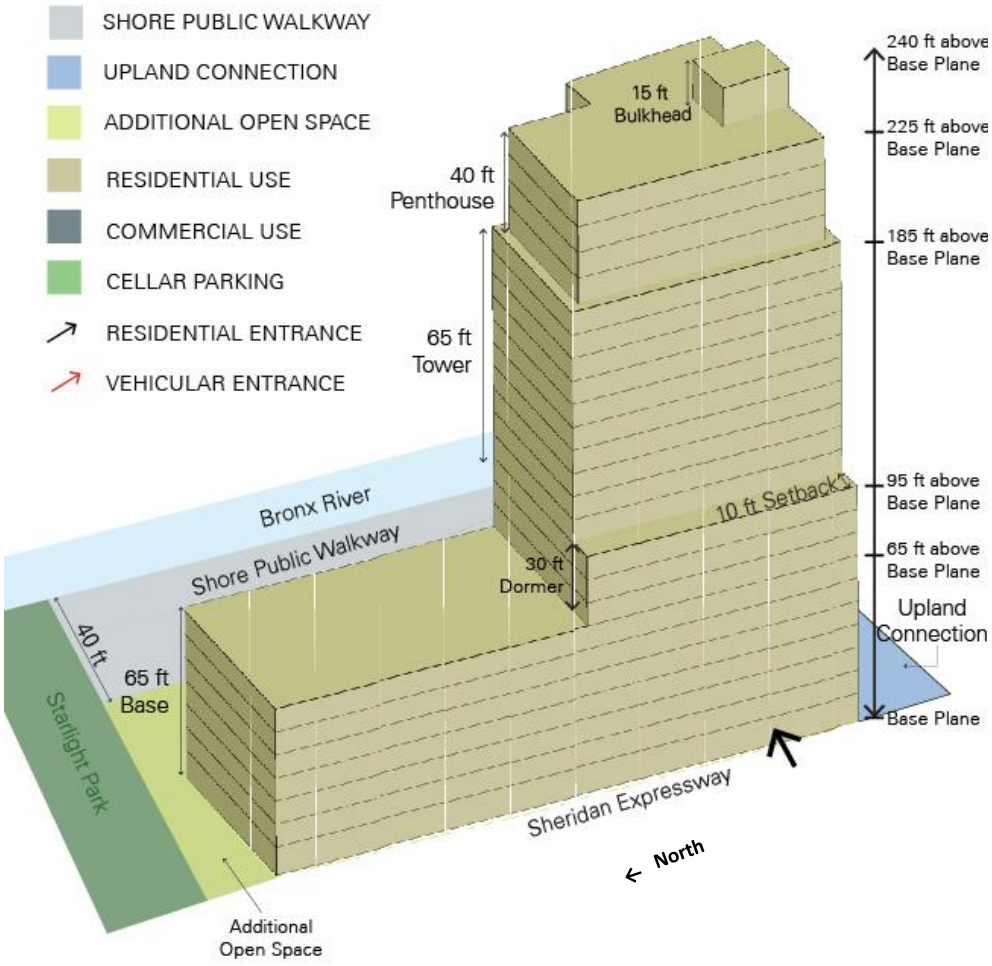
| | Use | | | |
|---|---|---|---|---|
| **Building** | **Residential** | **Retail** | **Parking** | **Total** |
| **Projected Development Site 1** | | | | |
| Bldg 1 (GSF) | 258,862 | 5,000 | | 263,862 |
| Bldg 1 (ZSF) | 243,412 | 5,000 | | 248,412 |
| **Projected Development Site 2** | | | | |
| Bldg 2 (GSF) | 292,920 | 9,209 | 10,000 | 312,129 |
| Bldg 2 (ZSF) | 276,465 | 5,000 | | 281,465 |
| Bldg 3 (GSF) | 273,006 | 7,020 | 10,000 | 290,026 |
| Bldg 3 (ZSF) | 259,246 | 3,000 | | 262,246 |
| **TOTAL (GSF)** | **824,788** | **21,229** | **20,000** | **866,017** |
| **TOTAL (ZSF)** | **779,123** | **13,000** | **0** | **792,123** |

## Projected Development Site 1

Projected Development Site 1 would be developed with an approximately 24-story, 240-foot-tall (225 feet plus a 15-foot-tall mechanical bulkhead), 263,862-gsf mixed-use building (248,412 [zsf]). At the ground floor, the building would be setback at least 15 feet from Starlight Park, at least 40 feet from the Bronx River, and at least 35 feet from the site's southern boundary along Lot 68. The L-shaped base of the building would have an interior courtyard that would open towards the Bronx River.

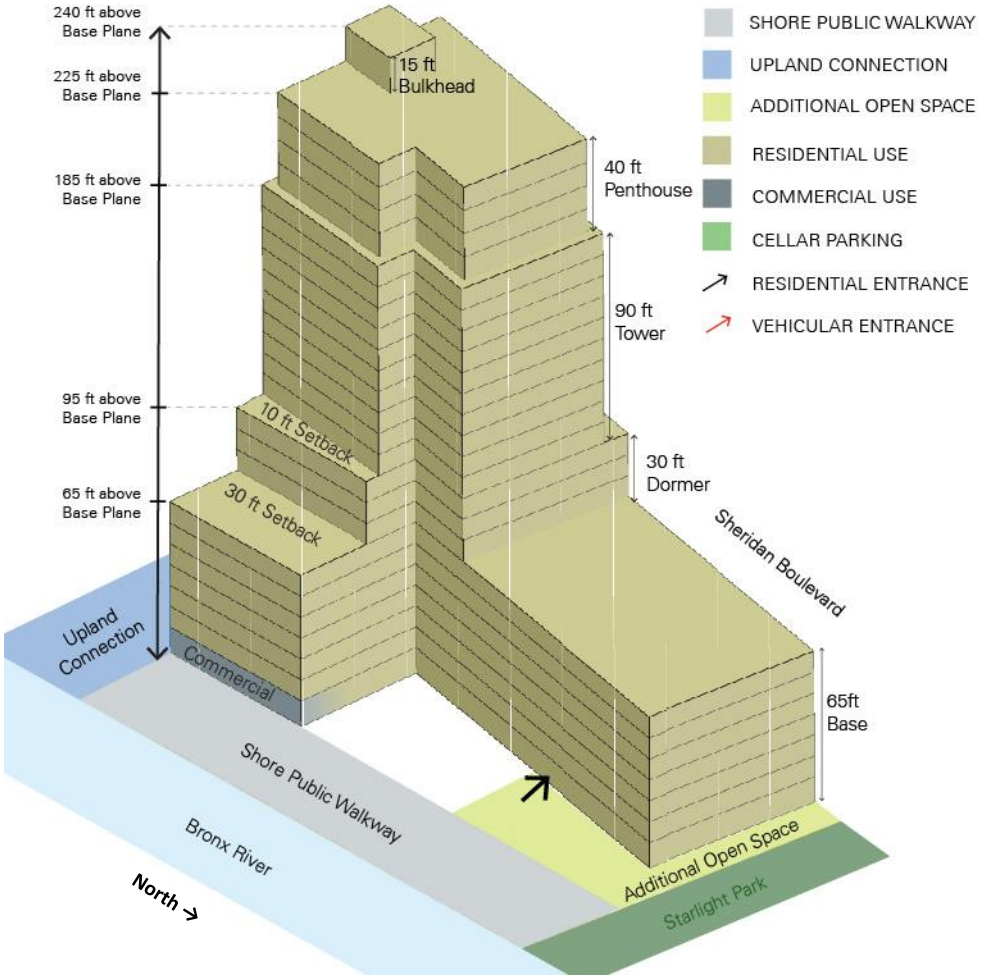
The building's base would rise seven stories to a maximum base height of 65 feet. Dormers would rise along Sheridan Boulevard to a maximum height of 95 feet (10 stories). Above the 65-foot-tall base, the building's tower would be set back at least 30 feet from the shore public walkway (at least 70 feet from the Bronx River) and at least 10 feet from Sheridan Boulevard (except for the dormers). Figure 8-12 and Figure 8-13 shows building's the proposed massing.

**Figure 8-12: Projected Development Site 1 Massing Diagrams East Axonometic**




Source: Newman Design

**Figure 8-13: Projected Development Site 1 Massing Diagrams West Axonometric**




Source: Newman Design

The building's tower component would be located in the southwest corner of the building's footprint, near Sheridan Boulevard and away from Starlight Park and the Bronx River. The tower component would rise 13 stories above the 65-foot-tall base to a maximum height of 185 feet above the building's base plane. Above this tower height, the building would be set back an additional four feet on all sides before rising an additional 40 feet for the tower's four-story penthouse portion. Along Sheridan Boulevard, the building would have dormers on floors 8-10. These dormers would create a series of "step ups" in the building's streetwall, from seven stories near Starlight Park to 10 stories at the tower's base.

At the ground level, a minimum 40-foot-wide shore public walkway would be developed along the site's waterfront, and a 35-foot-wide waterfront public access would be provided along the site's southern boundary between Sheridan Boulevard and the shore public walkway. These publicly accessible areas would contain walking paths, landscaping (native and non-invasive species of both conifer and deciduous trees, shrubs, perennials, and grasses), lighting, seating and tables, benches, bicycle racks, and waste bins.

The shore public walkway on Projected Development Site 1 would connect to Starlight Park via a proposed additional open space along the site's northern lot line. A pedestrian connection from this proposed additional open space to Starlight Park is proposed. This new direct connection would create an entry into the Proposed Rezoning Area's proposed open space network, allowing for continuous public access from Starlight Park to the proposed shore public walkway. Consultation with NYC Parks regarding the design of this pedestrian connection is ongoing, and final design will require approval from NYC Parks. Figure 8-14 shows the illustrative connection to Starlight Park. Additional details will be provided in the Final EIS.

Additionally, up to 5,000 gsf of retail would be located on the ground floor and front along the shore public walkway, towards the northern lot line of Projected Development Site 1, and Sheridan Boulevard. Currently, the Applicant is considering leasing commercial space to uses complementary to the site's waterfront location and may include eating and drinking establishments and convenience retail; the specific tenants and uses would be subject to market conditions.

Projected Development Site 1 would have a floor area ratio up to (FAR) of 6.0 – the maximum FAR permitted in proposed R7-3/C2-4 districts – and 18,565 sf of lot coverage (45.7 percent); see Appendix A for the proposed site plans.

**Figure 8-14: Illustrative Connection to Starlight Park**




## Projected Development Site 2

Projected Development Site 2 would be developed with two approximately 24-story, 240-foot-tall (225 feet plus 15-foot-tall mechanical bulkhead) buildings totaling 602,155 gsf (543,711 zsf). Buildings 2 and 3 would both have 17-story towers (including four-story penthouse portions) above 7-story bases.

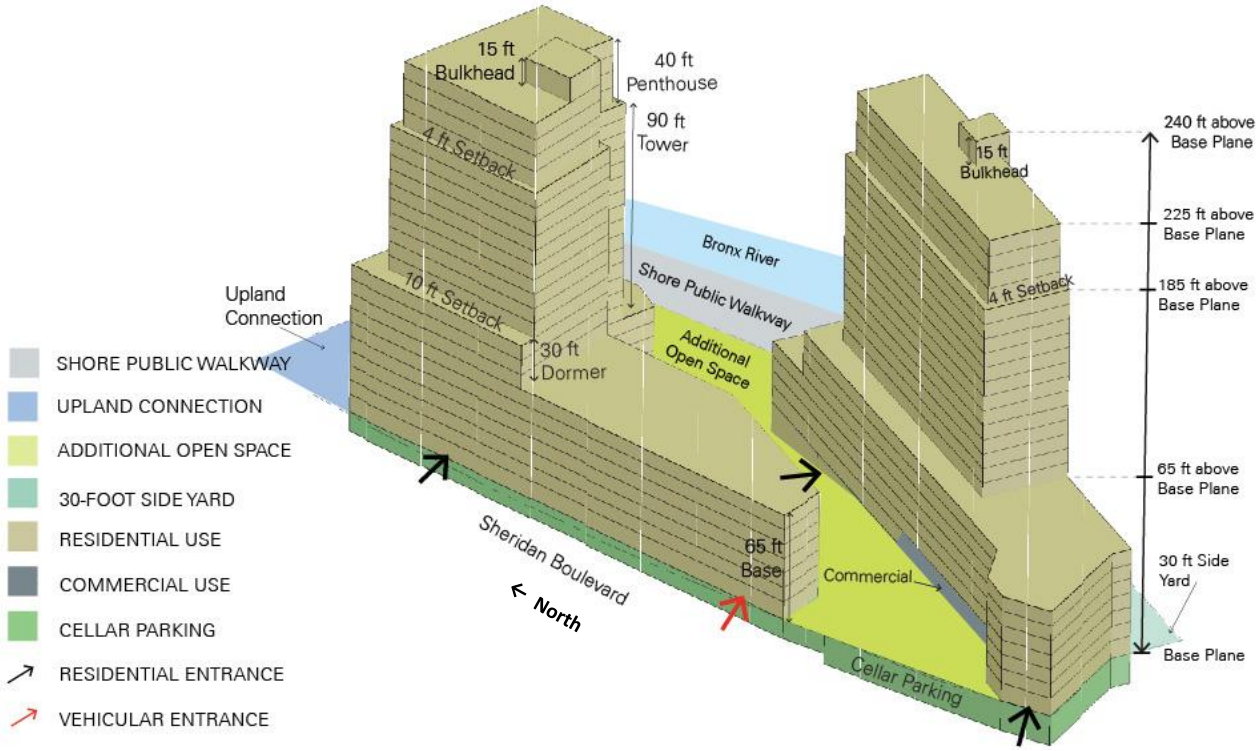
A new 100-space parking facility accessory to the site's residential uses would be developed on Projected Development Site 2. This parking facility would be accessed from a new curb (22-foot-wide with two 1.5-foot splays on either side) cut along Edgewater

Road to a ramp to the cellar within Building 2. The parking facility would be in the cellar level across Buildings 2 and 3.

Building 2 would be an L-shaped building. Its tower would be sited on the north side of the building near Sheridan Boulevard, 70 feet from the site's northern lot line along Lot 60 and at least 30 feet from the proposed shore public walkway (70 feet from the Bronx River). The building's footprint would be 23,135 sf (24.1 percent lot coverage). The tower portion of the building would have a footprint of 7,662 sf. The tower's shoreline-facing façades would have a maximum aggregate width of 100 feet.

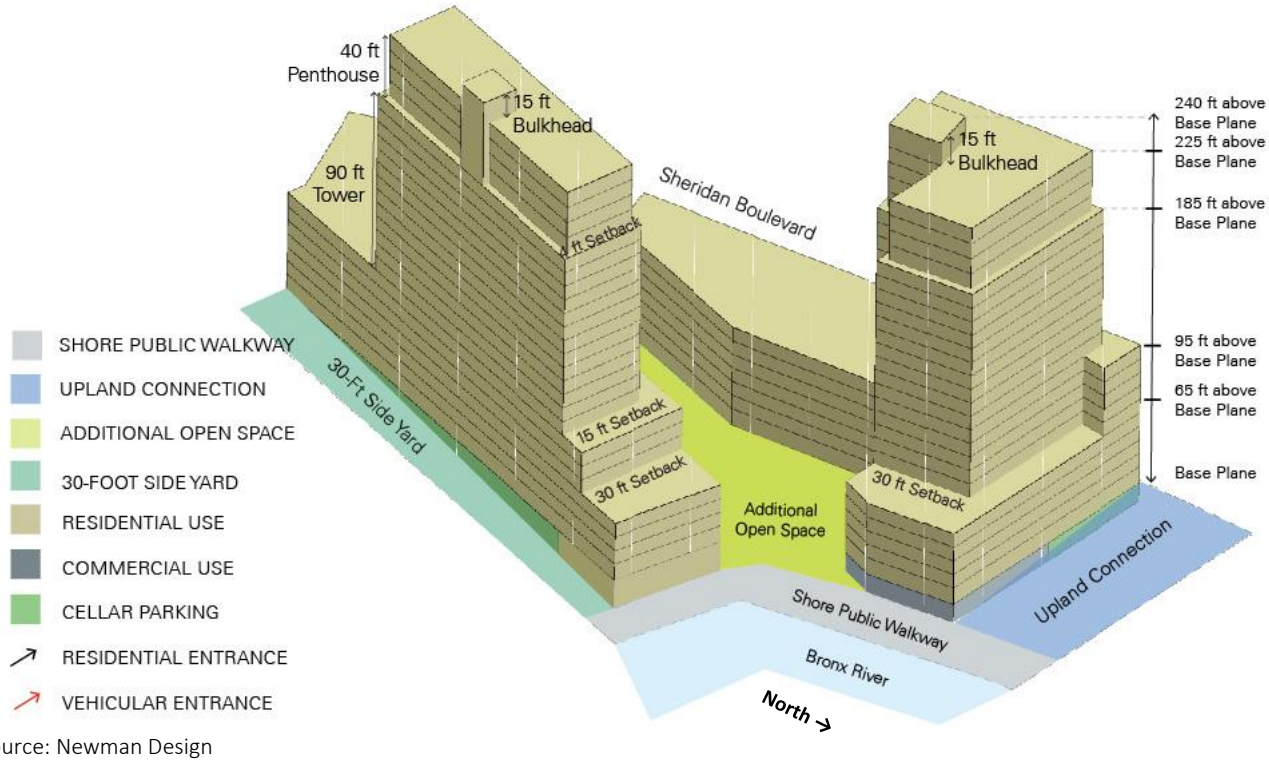
Building 3 would be sited in the east of the site, up to the proposed shore public walkway and 30 feet from the lot's eastern lot line along Lot 6. It would also front along Sheridan Boulevard. The building would have a lot coverage of 20,392 sf (21.2 percent lot coverage). The building's 17-story tower component would have a footprint of 8,100 sf, and the tower's shoreline-facing façade would have a width of approximately 50 feet. The tower would also be set back at least 15 feet from the proposed visual corridor between Buildings 2 and 3, and 30 feet from the proposed shore public walkway. Beyond the shore public walkway on Projected Development Site 3 is a private tenant-only space for residents of the development. Figure 8-15 shows the proposed massing of Buildings 2 and 3.

**Figure 8-15: Projected Development Site 2 Massing Diagram East Axonometric**




Source: Newman Design

**Figure 8-16: Projected Development Site 2 Massing Diagram West Axonometric**




Source: Newman Design

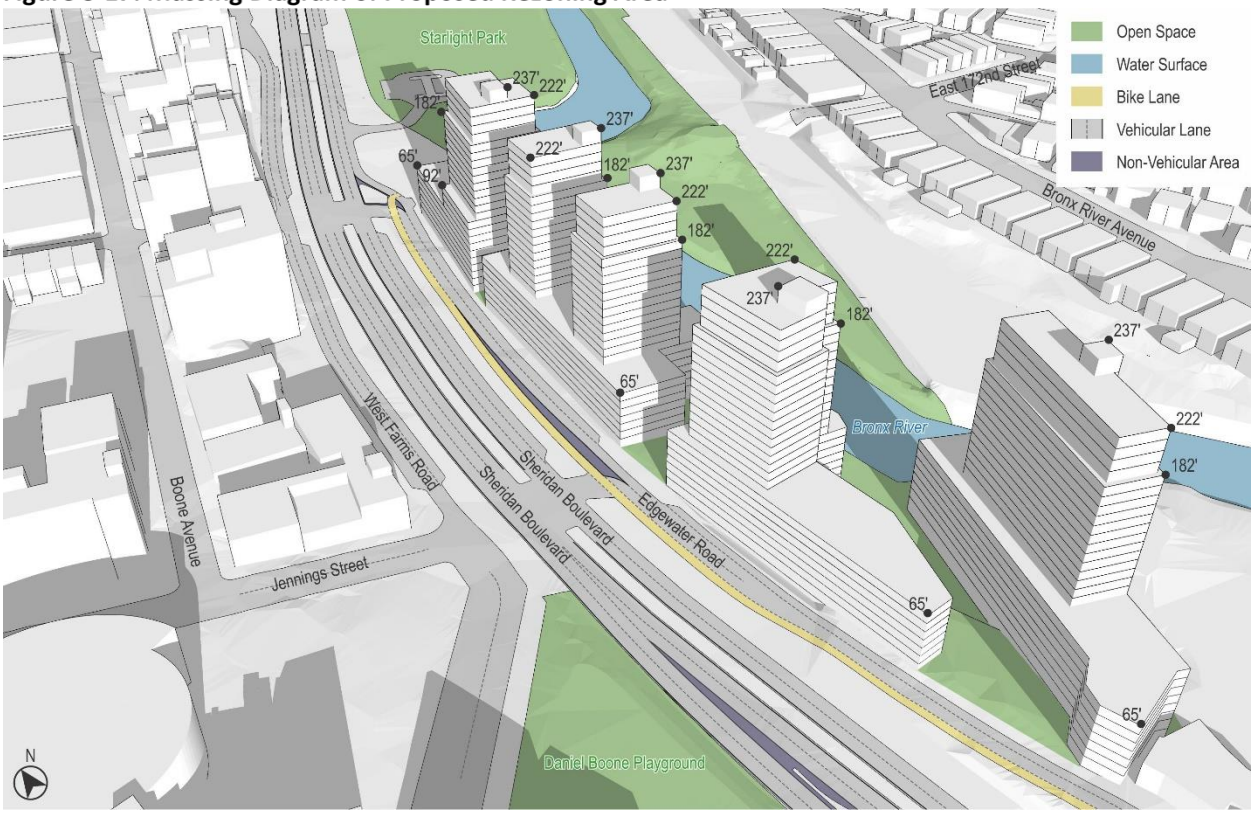
The proposed siting of the buildings on Projected Development Site 2 would create a minimum 60-foot-wide open area between the two buildings, which would serve as a new visual corridor and physical connection between Sheridan Boulevard and the Bronx River. This publicly accessible open area would gently slope toward the river and contain seating and landscaped areas.

Projected Development Site 2 would have an FAR of 5.43 and a lot coverage of 43,527 sf (43.5 percent), see Appendix A for the proposed site plans.

In the With-Action Condition, industrial uses would be replaced with mixed-use development with a shore public walkway along the Bronx River. Buildings would have active frontage along Sheridan Boulevard and the shore public walkway, which would result in a significant improvement in the pedestrian experience. The Proposed Rezoning Area would be improved with active open space, shore public walkways, seating, vegetation, and paved areas across both development sites. The shore public walkways and new upland connections would introduce new public access to the Bronx River waterfront from Sheridan Boulevard and Starlight Park.

Both development sites would contain flexible seating, a river overlook, and bioswales. Development Site 1 would contain an upland connection and a residential courtyard and Development Site 2 would contain amenities including an amphitheater with stepped seating, landscaping, bicycle parking, and lighting. Both Project Development Site 1 and 2 would have a minimum of 10 feet of sidewalk along Edgewater Road, and would not affect the number of travel lanes along roadways, as shown in Figure 8-17 below.

**Figure 8-17: Massing Diagram of Proposed Rezoning Area**



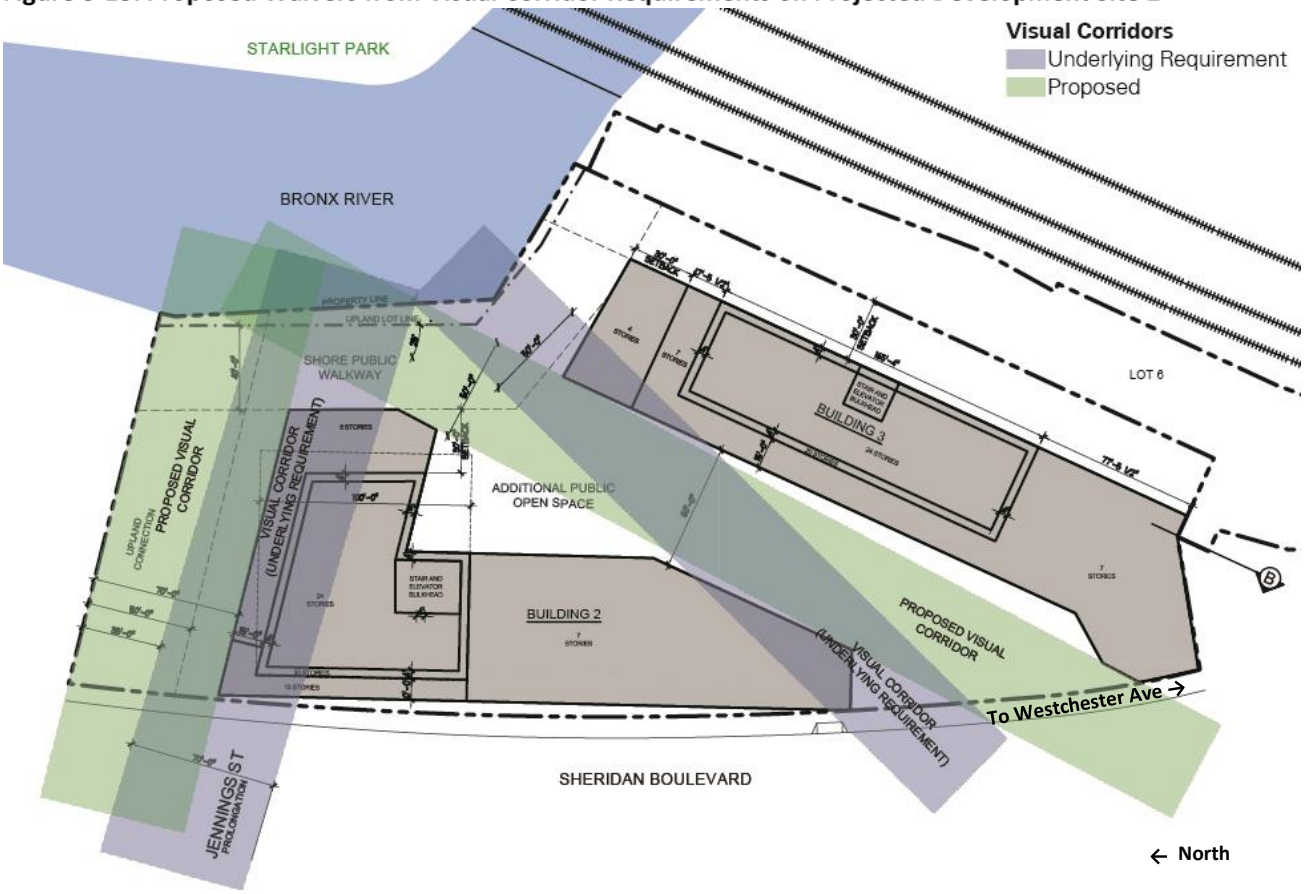

***Waivers from Underlying Zoning Requirements***

The underlying requirements of ZR 62-511 specify that a visual corridor should be located along the 70-foot-wide prolongation of Jennings Street, and that an additional visual is required generally between Buildings 2 and 3. A CPC authorization pursuant to ZR 62-822 is proposed to waive the underlying requirements of ZR 62-511 to allow the proposed locations of the visual corridors on Projected Development Site 2.

Specifically, the requirement to develop a visual corridor along the prolongation of Jennings Street would be waived to allow a 70-foot-wide visual corridor and upland connection to be relocated along Projected Development Site 2's northern lot line, approximately 38 feet north of the location required by underlying zoning. Figure 8-23 shows that the proposed location of the upland connection and visual corridor would be visible along Jennings Street.

A second visual corridor is required on Projected Development Site 2, and must have a minimum width of 50 feet. The locational requirement for the 50-foot-wide visual corridor through the middle of the site would be waived to allow the proposed visual corridor to be aligned between Buildings 2 and 3; Figure 8-18 shows the underlying requirements and proposed condition.

**Figure 8-18: Proposed Waivers from Visual Corridor Requirements on Projected Development Site 2**




See Appendix A for enlarged plan.
Source: Newman Design

The waivers would balance the goals of providing visual and physical access to the waterfront with efficient development layout.

## Potential Development Site A

While there are no specific development plans for Potential Development Site A, if redeveloped, the site would be developed with a 24-story, 240-foot-tall, 380,025-gsf building in the With-Action Condition. The site would have an FAR of up to 6.0 and a lot coverage of approximately 34,500 sf (63.1 percent).

The building would have a seven-story base, above which two towers would rise to a roof height of 225 feet (an overall height of 240 feet when including a 15-foot-tall mechanical bulkhead). The building would comprise 349,422 gsf of residential space (349 DU), 3,493 gsf of ground floor retail, and 27,110 gsf of accessory parking. Following the underlying R7-3/C2-4 zoning requirements, 140 parking spaces would be provided at the ground floor of the building.

Potential Development Site A's waterfront would be improved with a 40-foot-wide shore public walkway. Based on the underlying waterfront area requirements in an R7-3/C2-4 district, an upland connection or visual corridor on this site would not be required.

## Study Area

The Proposed Actions would introduce new buildings visible from some locations in the Study Area. Project-generated buildings may obstruct some long-range views of the Study Area's visual resources; however, the Proposed Actions would not cause a visual resource to become fully obstructed from all of the Study Area's viewing locations. Additionally, new publicly accessible views of some of the Study Area's resources would become available from the proposed shore public walkway.

### *Bronx River Waterfront Subarea*

Typical of new development, the Proposed Actions have the greatest potential to affect views nearest the development sites, specifically views within the Bronx River Waterfront Subarea – the subarea that contains the Proposed Rezoning Area.

In the absence of intervening vegetation or structures, views of the project-generated development would be available from most areas of Starlight Park. Users of the park's facilities – such as the walking paths, basketball court, or turf field – would likely experience contextual views of the project-generated development while participating in recreational activities. The articulation of the project-generated buildings would provide visual interest to the skyline. Views from the project-generated development have the potential for residents and other users to watch over Starlight Park and other nearby areas, thereby increasing passive surveillance or "eyes on the street."

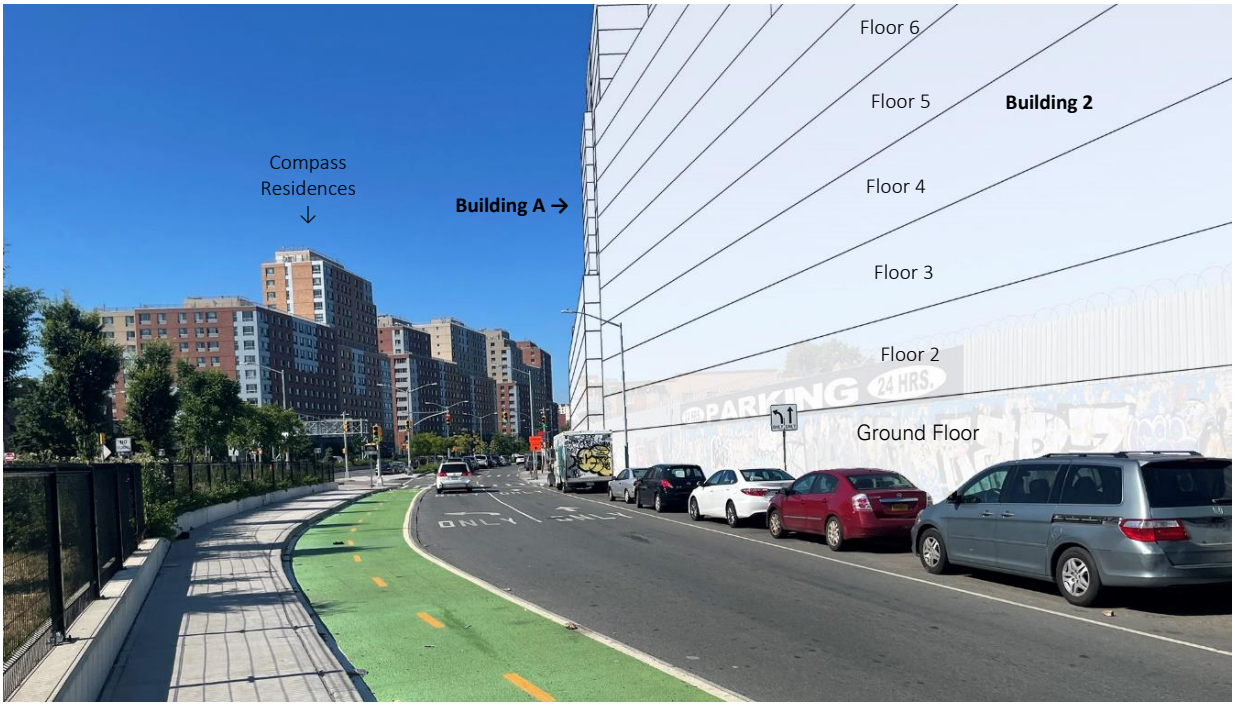
The Proposed Actions would introduce new buildings that have the potential to obstruct long-range views of the Study Area's visual resources from select locations. The obstruction of long-range views is typical for new development in highly urbanized areas like the Bronx, and close-range views of the Study Area's resources would continue to be available from publicly accessible locations such as the street network and Starlight Park. The proposed network of open space in the Proposed Rezoning Area would also allow new publicly accessible views – particularly of the Bronx River, Starlight Park, and Amtrak Bascule Bridge – that would not be available in the No-Action Condition. The effects of the Proposed Actions on views in the Study Area are summarized in Figure 8-19 through Figure 8-24.

**Figure 8-19: Edgewater Road (Sheridan Boulevard East Service Road) – View North Towards Jennings Street**

**No-Action Condition (Photograph 8-4)**




**With-Action Condition**




In the With-Action Condition, the proposed buildings would be constructed at or near the streetline. The streetwalls would follow the curvature of Sheridan Boulevard.

**Figure 8-20: Intersection of Sheridan Boulevard and East 172nd Street – View North Towards Starlight Park**

**No-Action Condition (Photograph 8-18)**



**With-Action Condition**



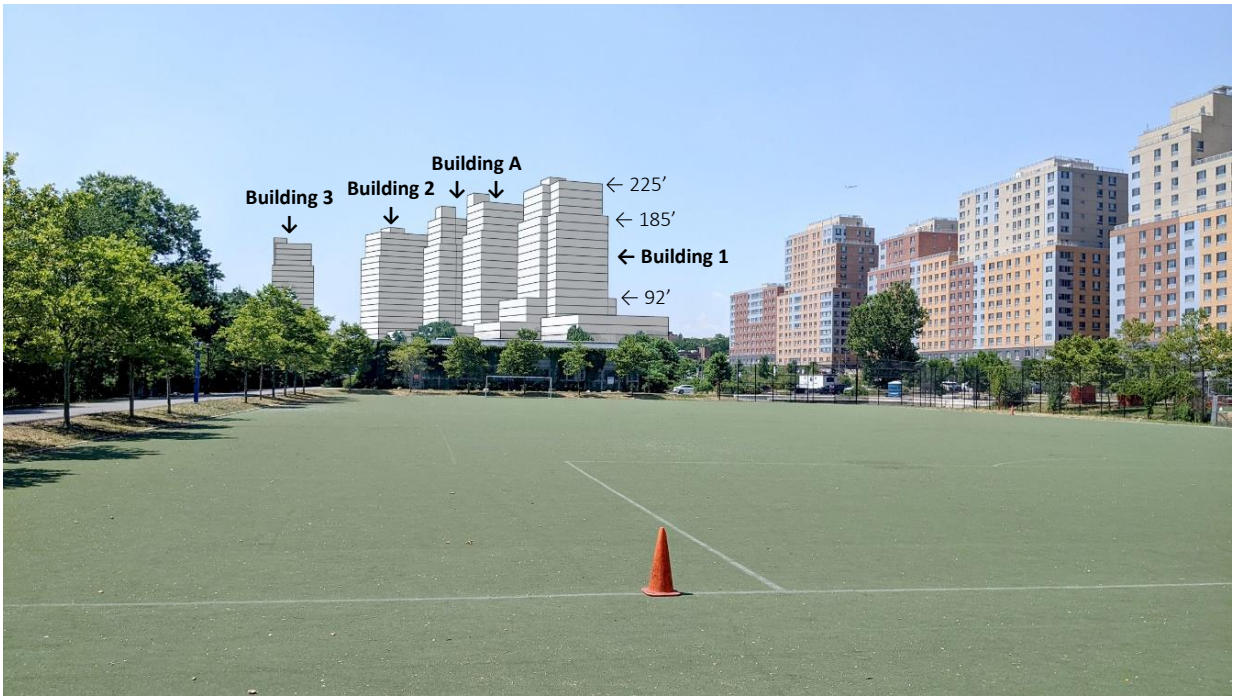

In the With-Action Condition, the development sites would be developed pursuant to the proposed R7-3/C2-4 zoning with 240-foot-tall mixed-use commercial and residential buildings. On Projected Development Site 1, the massing would "step up" from Starlight Park towards the site's tower component.

**Figure 8-21: Starlight Park's Turf Field – View South towards Proposed Rezoning Area**

**No-Action Condition (Photograph 8-14)**




**With-Action Condition**



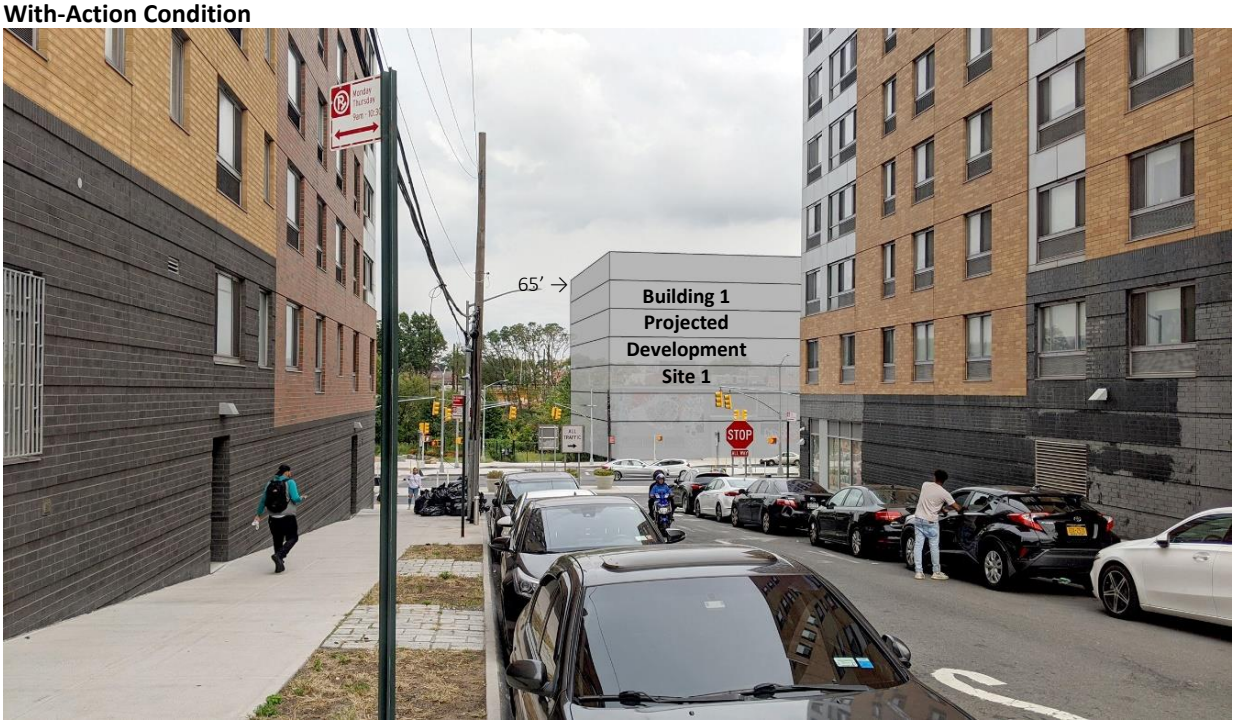

In the With-Action Condition, the proposed buildings would be similar in scale to the Compass Residences (shown in the right of the frame). From Starlight Park's turf field, views the building's bases would be largely be obstructed by park vegetation and the Bronx River House. Setbacks would shape the tower components providing articulation and visual interest.

**Figure 8-22: East 172nd Street – View East to Sheridan Boulevard and Projected Development Site 1**

**No-Action Condition (Photograph 8-16)**



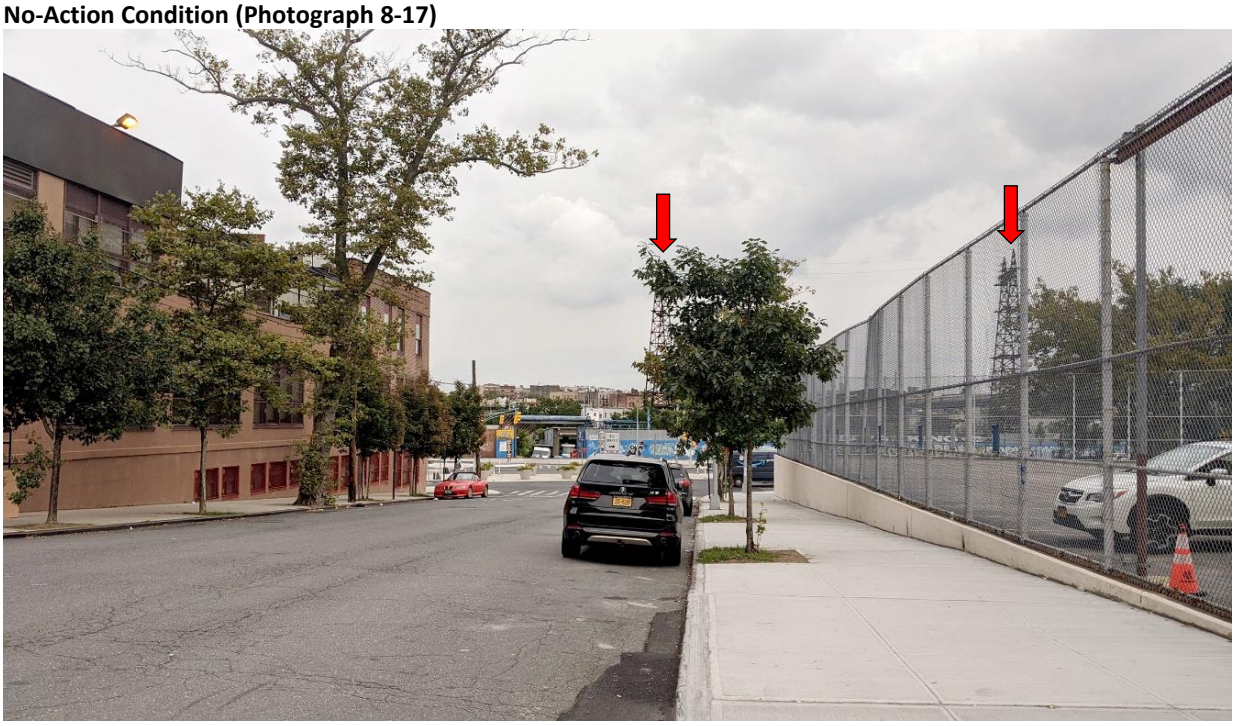

**With-Action Condition**




From East 172nd Street, views of Projected Development Site 1 would be limited to the building's base. Views would continue to be available to the southern edge of Starlight Park. Because the building on Projected Development Site 1 would be setback from its lot line to Starlight Park, new views may become available to the Bronx River and the eastern bank of the river.

**Figure 8-23: Jennings Street – View East Toward Sheridan Boulevard and Projected Development Site 2**

**No-Action Condition (Photograph 8-17)**



**With-Action Condition**



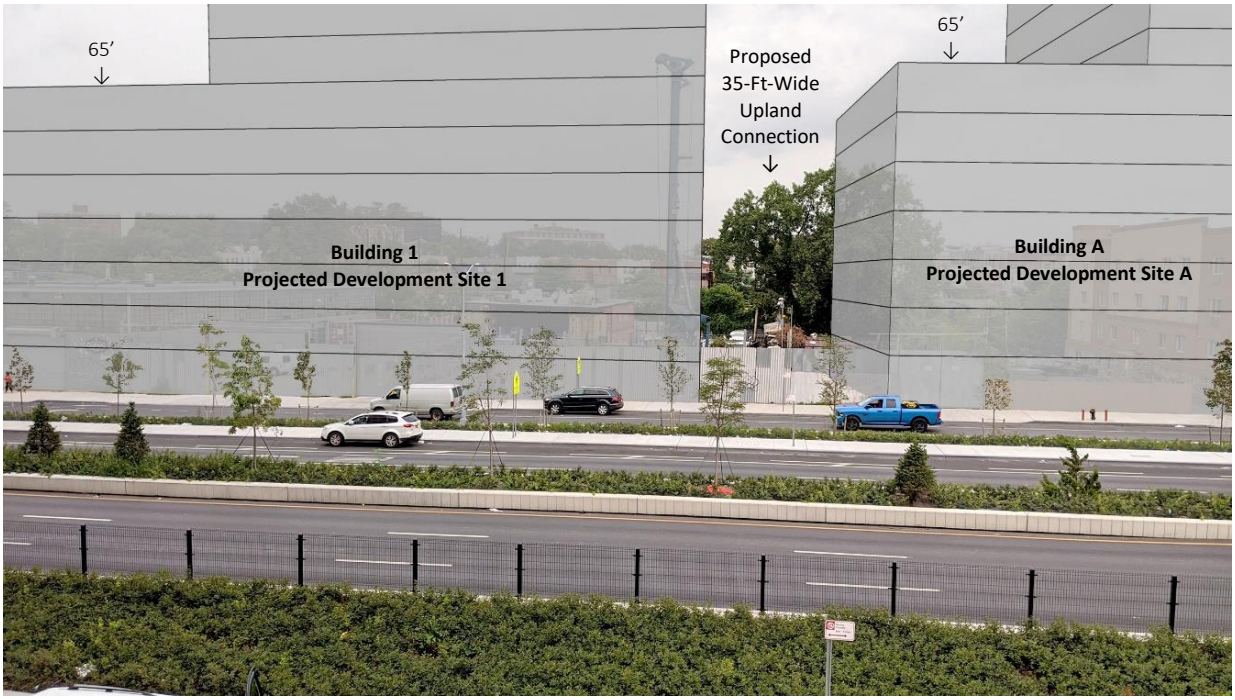

Views of the Amtrak Bascule Bridge towers are available along Jennings Street. The proposed buildings would obstruct some long-range views of the Amtrak Bascule Bridge's towers (red arrows in No-Action Condition photograph). However, in the With-Action Condition, a new visual corridor would be developed along Projected Development Site 2's northern lot line and generally along the prolongation of Jennings Street. From the proposed shore public walkway, new publicly views of the Amtrak Bascule Bridge would become available.

**Figure 8-24: Compass Residences' Plaza – View East Across Sheridan Boulevard**

**No-Action Condition (Photograph 8-3)**



**With-Action Condition**




In the With-Action Condition, the existing semi-industrial waterfront uses would be removed. A new upland connection along the southern lot line of Projected Development Site 1 may allow for new views to the Bronx River from the Compass Residences' plaza between Jennings Street and East 172nd Street.

As shown in Figure 8-19 and Figure 8-20, the project-generated buildings would have a shorter streetwall compared to the 10- to 12-story streetwalls on the Compass Residences buildings.

When viewed from northern portions of Starlight Park, Figure 8-21 shows that the project-generated buildings would be taller than the Bronx River House. The project-generated buildings would also be taller than the Compass Residences, but would be of similar scale. The base portions of the project-generated buildings would be obstructed from view by existing vegetation and the Bronx River House. The project-generated buildings' tower components – limited to a maximum width of 100 feet by ZR 62-341(c) – would appear as slim towers on the skyline. The building's articulation on both the Sheridan Boulevard (west) and rear (east) façades would also be apparent when viewed from northern portions of Starlight Park.

Figure 8-22 shows that views of the project-generated development along East 172nd Street would be limited. The seven-story base would be visible in long-range views from the north sidewalk along East 172nd Street, and the base would become more visible as one moves farther east toward the waterfront along the East 172nd Street. Views would continue to be available along the prolongation of East 172nd Street to Starlight Park.

Figure 8-23 shows that the base and tower components from project-generated buildings would be visible along Jennings Street, where P.S. X811's blacktop and the shorter buildings along Jennings Street provide opportunities for views of the project-generated buildings. On both Projected Development Site 2 and Potential Development Site A, the setbacks above the base, dormers, and tower components would be visible from Jennings Street. A new upland connection and visual corridor would be constructed on Projected Development Site 2 along its northern lot line to Potential Development Site A; this upland connection and visual corridor would partially be along Jennings Street's prolongation.

Figure 8-24 provides a representation of the view that would be available from the private plaza of the Compass Residences. Currently, no views are available to the Bronx River from this location. The proposed 35-foot-wide upland connection would be sited along Projected Development Site 1's southern lot line. Existing obstructions such as open industrial uses would be removed, and the proposed upland connection would have the potential to provide new views to the Bronx River, the proposed shore public walkway, and the portions of Starlight Park to the east of the Bronx River.

The proposed publicly accessible open space network would provide opportunities for new views of the Bronx River, Starlight Park, and the Amtrak Bascule Bridge that would not be available in the No-Action Condition. While the project-generated buildings would result in a significant change in views within the Bronx River Waterfront Subarea, the project-generated buildings would incorporate visual variety and articulation. These buildings would be of similar scale to the recently constructed Compass Residences on the opposite (west) side of Sheridan Boulevard.

***Western Subarea***

From the Western subarea, project-generated buildings may be visible only along a limited number of east-west streets that currently allow for views to the Proposed Rezoning Area. The effects of the project-generated buildings on the very-long range views would not result in a significant adverse urban design and visual resources impact.

From the Western Subarea, views towards the project-generated buildings would only be available along Jennings Street and East 172nd Street. Figure 8-22 shows a representative

view along East 172nd Street from the Bronx Waterfront Subarea; views along this street from the Western Subarea to the project-generated development would be long-range views, and therefore would be less affected than represented in this figure. Figure 8-23 shows a representative worst-case view from the Western Subarea along Jennings Street towards the project-generated development. As one moves farther west along Jennings Street and the views become long-range views, the project-generated development would be less visible because of intervening buildings. The effects of the project-generated buildings would not result in a significant adverse impact to views from the Western Subarea.

***Eastern Subarea***

From the Eastern subarea, views of the project-generated buildings would be limited because of the subarea's street pattern and intervening buildings. Glimpses of the project-generated development may be available from discrete locations, however, the effects of the project-generated buildings on the very-long range views would not result in a significant adverse urban design and visual resources impact to views from this subarea.

***Southern Subarea***

Like the East Subarea, the street pattern and developed nature of the Southern Subarea provide a limited number of views towards the Proposed Rezoning Area, as intervening buildings and the elevated No. 6 subway line obstruct views from many locations. Limited long-range views of the project-generated development may be available from discrete locations along Westchester and Whitlock avenues. The effects of these limited long-range views would not result in a significant adverse urban design impact to views from this subarea.