

3.7 URBAN DESIGN AND VISUAL RESOURCES

INTRODUCTION

The proposed action would not result in significant adverse impacts related to urban design and visual resources.

This chapter provides an assessment of the potential effects on urban design and visual resources that could result from the proposed action. As described in Chapter 2.0, “Project Description,” the proposed action includes zoning map and text amendments to establish the Special 125th Street District, as well as disposition of City-owned property, an Urban Renewal Plan amendment, CPC certification pursuant to the Special TA District, and UDAAP designation and project approval to facilitate development of a residential project with ground floor retail on a site within the proposed rezoning area.

The proposed action is anticipated to result in new above-ground development that would generally differ in height, bulk, form, setbacks, size, scale, and uses from those which currently exist in the proposed action area, and would also differ in these characteristics from what could be created under a no-action condition. It would also result in new above-ground development on the 125th Street Corridor, which contains some individual visual resources. Given the above conditions, an analysis of urban design and visual resources is therefore appropriate as per the guidelines set forth in the *CEQR Technical Manual*. For analysis purposes, the urban design and visual resources study area is coterminous with the study area used for analysis in Chapter 3.1, “Land Use, Zoning and Public Policy,” defined by a quarter-mile radius from the proposed action area (see Figure 3.7-1).

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

Within the area of the proposed action, DCP has identified 26 projected development sites, where development is likely to occur, and ~~23~~ 22 potential development sites, where development could occur but is considered less likely. The proposed zoning map and text amendments that comprise the proposed action respond to the character and varied built context of the 125th Street Corridor, and would result in a contextually sensitive urban form. The proposed action would bring about significant improvements to the urban form of the proposed action area, providing

for the replacement of low-rise structures (many of which are substantially underutilized or vacant, and out of context with the surrounding areas) with mixed-use development that relate contextually to urban design of the Corridor. The proposed action would build on the vibrancy of the 125th Street corridor by allowing a mix of commercial, residential, and entertainment uses within the newly created Special District, with contextual bulk controls. Building form regulations as allowed under current zoning do not establish height limitations or requirements for new development to provide a streetwall. The proposed action would correct this condition and would reinforce the substantial built fabric of the 125th Street corridor with urban design regulations that would require building forms with streetwalls facing the street frontages and with mandatory setback for those portions of the building above the streetwall. The proposed new Special 125th Street District overlay would be created to assure that this type of development is carried out and that it relates to the particular character of the Corridor. The proposed rezoning approach would balance increases in density with regulations to protect the character and scale of certain areas of the corridor with a strong built context. Those areas with proposed increases in density would contain bulk regulations to ensure that new development would relate to the street and controls to shape the form of new buildings to allow for light and air. The regulations for those areas where increases in density are not proposed would prevent out-of-scale development that would not relate to the existing strong built context. In addition, the proposed zoning approach would distinguish between new commercial and mixed-use development which front on 125th Street, and the lower-scale, residential development that exists and is contemplated on 124th and 126th Streets. Along 125th Street uses that create an active street life would be required to occupy the ground floor, while less active uses, such as banks, would not be allowed to occupy the majority of the ground floor frontages and would have to shift the bulk of their floor occupancies to upper stories or below ground. These changes would significantly enhance the area's streetscape by encouraging pedestrian activity and vibrancy, and devoting street frontage to more active uses.

The proposed rezoning considers also the historical buildings, parks and districts and in the area. The height of the landmark Theresa Towers has been considered as a benchmark for the allowed maximum height of new development within portions of the Corridor. The proposed bulk regulations for the area immediately north of Marcus Garvey Park would limit the height of new development to a maximum of 6 or 7 stories. Other important individual landmarks and visual resources such as the Apollo Theater, the Mount Morris Bank (also known as the Corn Exchange) and two adjacent National Register Historic Districts would be integrated into the urban fabric through the uses and bulk regulations developed for the 125th Street Corridor Rezoning and Related Actions.

3.7.1 EXISTING CONDITIONS

Study Areas

The analysis of the urban design and visual resources is divided into a study area contiguous with the rezoning area (referred to as the primary study area) and a secondary study area, which extends a quarter-mile radius from the proposed rezoning area boundary. The rezoning area is an approximately 24-block area in Manhattan generally bounded by 126th Street on the north, 124th street on the south, Second Avenue on the east and Broadway on the west. The secondary study area contains all or part of approximately 57 blocks, in addition to the 24-block rezoning study area, for a total study area comprising 81 blocks. Figure 3.7-1 presents the urban design and visual resources study areas. The Department of City Planning prepared urban design analyses and strategies to guide the proposed rezoning. DCP divided the 125th Street rezoning corridor into six subareas, which were defined through consideration of building type and development density, levels of activity, opportunity for redevelopment, streetscape, use and context, providing special attention to areas adjacent to mapped historic districts. The primary study area and the secondary study area have been divided into six corresponding subareas, as shown on Figure 3.7-2. The assessment of urban design and visual resources corresponds to these subareas. The analysis assesses the impacts within each sub area first in the rezoning study area and then in a secondary study area a quarter-mile around the rezoning area.

The division of the primary study area corresponds to the six subareas of the rezoning area: the East Side, the Transit Hub, the Mid Corridor, the Mixed-Use Core, the St. Nicholas Intersection and the West Side. The secondary study area subdivisions are also illustrated on Figure 3.7-2.

As shown on Figure 3.7-2, moving from east to west, the first subarea in the rezoning study area is the East Side and extends from Second Avenue to the area surrounding the Park Avenue Viaduct. The next sub area is the Transit Hub, which has a concentration of transit uses centered on the Park Avenue Viaduct, including the Metro-North Harlem, Hudson and New Haven commuter rail lines, and connections to multiple bus routes and the M60 bus that provides a link to LaGuardia Airport. The half blocks which flank the viaduct are also within the Transit Hub subarea. West of the Transit Hub subarea is the Mid Corridor subarea of 125th Street that abuts the Mount Morris Historic District along the 124th Street frontage to the south and extends to 126th Street, while excluding a portion of the 125th Street frontage, closest to Malcolm X Boulevard. The next rezoning study area subarea is the Mixed-Use Core, which includes the 125th Street frontages that are not part of the more easterly Mid Corridor subarea, and the four blocks north and south of West 125th Street, to Frederick Douglass Boulevard. This subarea is characterized by the existing tall commercial structures like the Harlem State Office Building and the Theresa Towers in contrast to single-story retail, arts and entertainment uses like the Apollo Theater, and larger through-lots that denote a different development pattern to the rest of the Corridor. West of the Mixed-Use Core subarea is the St. Nicholas Intersection subarea. The St. Nicholas subarea is a four-block transitional area to the last subarea, known as the West Side subarea. The West Side subarea comprises the westernmost blocks of the rezoning area, between Morningside Avenue and Broadway. It is visually separate from the St. Nicholas Intersection subarea, as West 125th Street jogs north, breaking the visual continuity of the corridor. In this

westernmost subarea, development on the south is on superblocks, and to the north is an established mixed-use area.

URBAN DESIGN

The urban design of a neighborhood or other urban area is defined by the building bulk, use and type, street hierarchy, block form and pattern, building arrangement, streetscape elements, and natural features and topography. Following is an overview of these characteristics of urban design in the 125th Street corridor. The assessment of urban design then focuses on the six subareas of the rezoning study area and finally the six subareas of the secondary urban design study area.

Building Bulk, Use and Type: The urban form varies across the 125th Street Corridor, exhibiting several building types from single-story retail stores to mid-rise tenement structures to bulky commercial towers and tall, higher density residential towers which punctuate either end of the study area. Building form and streetwall result as functions of lot size, permitted density and development style, which are disparate across the corridor. The built floor area ratios (FAR) vary significantly, from less than 1.0 on single story successional retail developments, to intensive FARs of 10 or higher on full-coverage commercial office buildings that have no setbacks. In places, mostly on the commercial street frontages of 125th Street, this results in an inconsistent streetwall. Building arrangements are regular with respect to their lotlines, except on superblocks within the study area. The street pattern and hierarchy are regular, and block forms are consistent across most subareas. Streetscape elements are inconsistent, but it is clear that multiple initiatives have been advanced along 125th Street itself and the surrounding areas. These are evidenced by banners on street standards, decorative paving and stone curbing. In general, curb cuts are not located along 125th Street itself, but there are significant loading and unloading activities on 124th Street and, to a lesser extent, on 125th and 126th Streets as well.

Materials reflect the development and redevelopment of 125th Street over time, from brick buildings detailed with stonework and terracotta ornament, to new development within the corridor, which exhibit a distinctly modern design approach with spandrel glass and internal activities visible to the street. Many of the new retail and mixed use commercial developments exhibit a variety of façade finishes, such as glass, mixed brick color and patterning. New and venerable cultural institutions are found in structures built for the purpose or converted from other uses. All are mixed with Harlem's more traditional development over the past century, where brownstones, tenement-style brick housing, and low-rise retail structures and former manufacturing lofts mix to create an eclectic visual pattern.

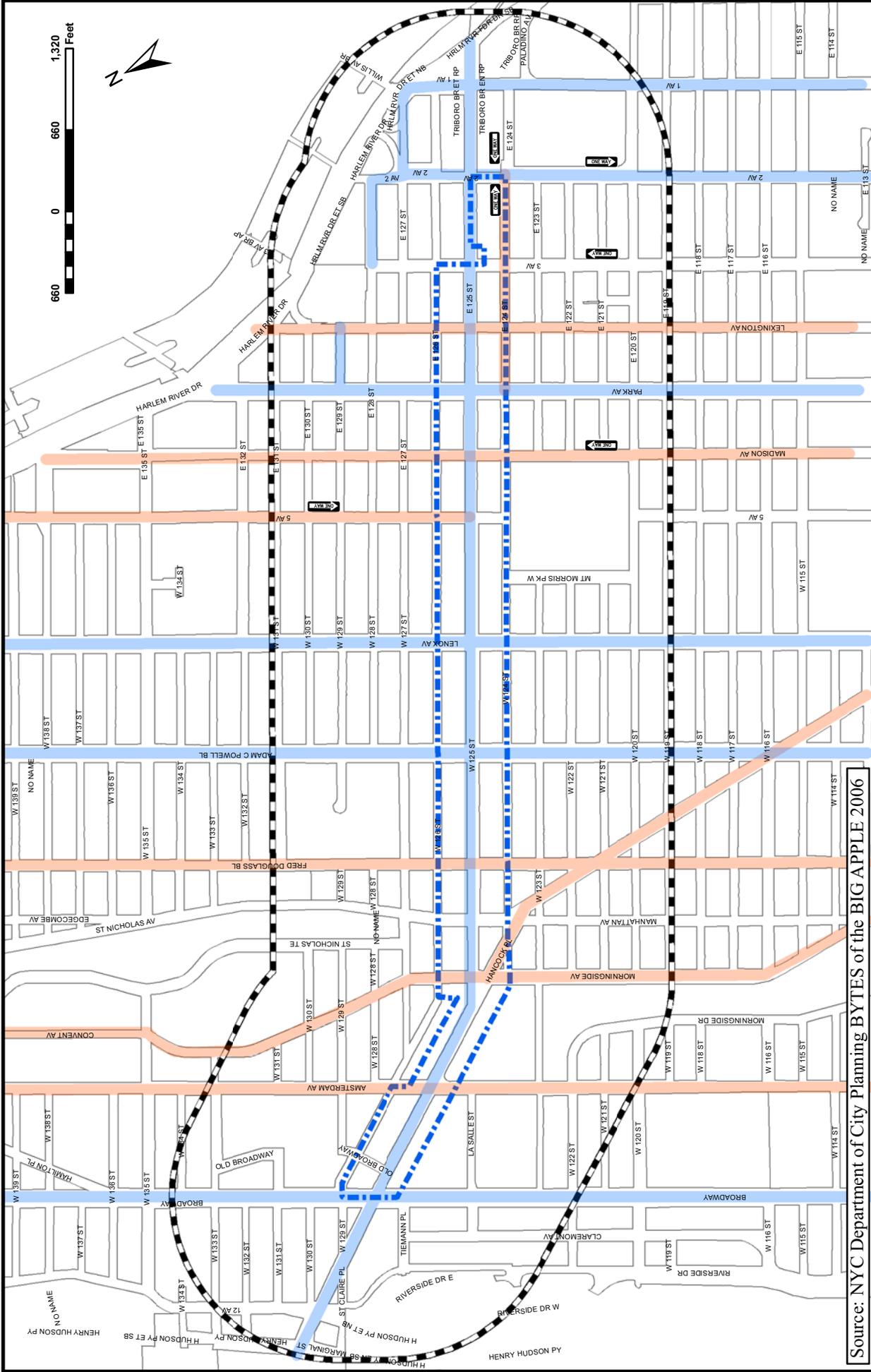
A complement to the existing fabric is the new residential development that has occurred across the area in the past several years. The new development exhibits great sensitivity to the historic built context, with similar massing, use of brick with stone or masonry detailing, stoops, decorative parapets, arched windows or windows with decorative windows and sills. Continuous streetwalls exist in discrete areas within the study area, but are often broken by vacant lots or disparate building heights. Thus, there is no prevailing urban design pattern of streetwall, building massing or street amenity.

Street Hierarchy: The street hierarchy in the 125th Street corridor study area, as illustrated on Figure 3.7-3, is composed of the single east-west major arterial of 125th Street, and several major arterials running north-south. These streets carry the heaviest pedestrian and vehicular traffic and serve as truck and cross-town New York City Transit (NYCT) bus routes. The major north-south arterials are Second Avenue, Park Avenue, Malcolm X Boulevard (Lenox Avenue), Adam Clayton Powell Jr. Boulevard, Frederick Douglass Boulevard and Broadway. Limited segments of East 128th Street, East 127th Street and East 124th Street function as arterial roadways due to their connections to the Willis Avenue and Third Avenue Bridges, as well as to the Harlem River Drive. The segment of Park Avenue is somewhat constrained in movement because the north-south travel lanes are narrow travel lanes beneath or parallel the elevated Park Avenue Viaduct, but as it provides access from the Harlem River Drive and becomes an arterial to the south. Park Avenue's right of way is 140 feet in width in this area, accommodating the elevated viaduct, and is quite wide compared to the other arterials which are 100 feet in width.

Many of the north-south arterials are defined by medians, whose design varies from planted "Green Street" parks and mid-block pedestrian holding areas to nominally separated traffic flows. Adjacent to these major arterials, notably on Adam Clayton Powell Boulevard, are pedestrian areas that have streetscape improvements including distinctive brick paving patterns and stone curbing. For certain of the major arterials, a distinctive, street furniture design has been implemented for traffic signals and place identification using a clean, modernist palette.

There are many collector streets, including Amsterdam and Morningside Avenues, Manhattan Avenue/St Nicholas Avenue, Frederick Douglass Boulevard, Fifth Avenue, Madison Avenue and Lexington Avenue. Local streets do not always follow the "east is even" rule in direction, where evenly numbered one-way streets in Manhattan are usually eastbound; 124th Street changes direction many times. It is eastbound between Morningside Avenue and Malcolm X Boulevard; it is westbound only between Fifth Avenue and Malcolm X Boulevard, and is also eastbound between Fifth Avenue and Second Avenue. There is a westbound segment of 124th Street between First and Second Avenues. In addition, 126th Street is westbound, as is 127th Street, throughout the study area. These individualized changes in street direction function as collectors and feeders to and from the local Harlem street system and the Triborough Bridge.

Block Form and Street Pattern: The dominant block form for most of the 125th Street corridor is rectangular, but there is wide variation in the length and width of the blocks. All are generally aligned with the Manhattan street pattern, but are affected by localized variations created by the north-south routes Morningside Avenue, Manhattan Avenue, and St. Nicholas Avenue. North of the project area but within the urban design study area, St. Nicholas Avenue also alters the street grid, responding to the topographic changes created by rock outcroppings in this area.



Source: NYC Department of City Planning BYTES of the BIG APPLE 2006

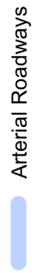
Legend

Primary Study Area

Secondary Study Area



Street Direction



Arterial Roadways



Collector Roadways

Figure 3.7-3 - Street Hierarchy

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

Note: Directions of unidirectional arterials are indicated with arrows. Other arterials are two-way. All other public streets in the study area are local roads.

The street pattern in the 125th Street corridor is generally rectilinear, aligned with the pattern that is characteristic of the Manhattan street grid and containing uniform east-west and north-south corridors for both travel and views. The major deviations from the street grid are in the westerly portion of 125th Street corridor. In this area, 125th Street and 126th Street change alignment and veer north - northwest to Broadway following the topography of the area. South of 125th Street, the U.S. Grant Houses occupy superblocks created with the change in street grid. North of 125th Street, local roads do not connect to Broadway; 126th and 127th Streets converge and connect to 125th and 129th Streets. The local road, 124th Street, does not connect across the street grid; rather, it starts at Morningside Avenue. Within this area, La Salle Street acts as a one-leg thoroughfare between Amsterdam Avenue and Broadway. To the north, Old Broadway provides a single-leg segment between 125th and 126th Streets. The nexus of this area, at Morningside Avenue, is characterized by a grouping of triangular blocks where eastbound traffic on West 125th Street is shunted to West 124th Street, and two triangles have been improved as park/sitting areas and the third is a building lot. St. Nicholas Avenue enters from the south in this location, and provides the other major exception to the regular street grid.

Building Arrangement: The majority of buildings throughout the 125th Street corridor are coterminous with lots that are aligned in a perpendicular manner to the surrounding street grid. With the exception of public housing developments (which are further detailed below in the discussion of the urban design East Side and West Side subareas) buildings generally have their edges aligned with their lot boundaries. Rear yards vary across the 125th Street corridor, where there are backyards for older residential buildings, or where rear yard storage or parking for commercial use has been accommodated. Building arrangement is interrupted by vacant lots within the study area.

Streetscape Elements: For significant portions of the 125th Street corridor, especially between the Park Avenue Metro-North Viaduct and Morningside Avenue, the streetscape of the 125th Street corridor presents a widely varied mix of retail uses and signage at all building levels, coupled with substantial pedestrian activity. Signage at every floor level, ranging from individual retail stores at first and second floors, to larger store signs to building-mounted billboard size signs are found across the 125th Street corridor.

Mixed with the retail activities are remaining residential uses, in the center of the rezoning area, harkening to Harlem's residential heyday at the turn of the last century. Pedestrian activity can be heavy during the afternoon and evening hours. Street furniture varies across the corridor, ranging from lighting and traffic signals that were part of an overall streetscape plan initiative to improve street furniture, to standard New York City Department of Transportation (NYCDOT) light fixtures.

The Malcolm X Boulevard Streetscape Enhancement Project is a Department of City Planning initiative which proposes a program of informational signage, streetscape and pedestrian space improvements for Malcolm X Boulevard. The project complements the city's reconstruction efforts completed in 2002. The Department released a final report in 2003 and the Department of Transportation has been authorized to receive federal funds totaling \$1.6 million to fund and implement the pedestrian and street lighting improvements.

Natural Features and Topography: Within the primary study area, there are no significant natural features within the 125th Street corridor (Refer to Chapter 3.9, “Natural Resources”). Topography of the 125th Street corridor is generally flat, and the high point is at approximate elevation + 30 at the St. Nicholas Avenue/125th Street intersection. There is a downward slope westward from Morningside Avenue to Broadway and from Park Avenue downward to the Harlem River. North and south of the corridor are the rock outcroppings that define the street grid on the west side, and which become significant natural features in Marcus Garvey Park, within the secondary study area. Topography outside of the primary study area defines the cant of 125th Street within the primary study area, where it passes between the rock outcroppings that create part of the Manhattan Valley in the West Side subarea. 125th Street shifts its alignment within the street grid here, so it could be extended westward to the Hudson River. Rock outcroppings of Upper Manhattan, captured and exposed in Morningside Park, and St. Nicholas Park up to the City College plateau, indicate the strike of bedrock on the far west side. At the center of Marcus Garvey Park are the dramatic rock outcrops and steep topography, upon which the landmark Fire Watchtower is perched.

Urban Design – Primary Study Area

The analysis of the urban design and visual resources is divided into a study area contiguous with the rezoning area (referred to as the primary study area). The primary study area is an approximately 24-block area in Manhattan generally bounded by 126th Street on the north, 124th street on the south, Second Avenue on the east and Broadway on the west. The primary study area is divided into six subareas as follows: the East Side, the Transit Hub, the Mid Corridor, the Mixed-Use Core, the St. Nicholas Intersection and the West Side. The primary study area six rezoning subareas are shown on Figure 3.7-2.

East Side Subarea

Within the rezoning study area, the East Side subarea includes the majority of the four blocks that flank East 125th Street between 124th and 126th Streets, plus most of the block between Second and Third Avenues, between East 124th Street and 125th Street. This subarea contains four projected development sites, of which three are grouped at the far eastern end at Second Avenue. They are designated as Projected Development Sites 22, 24, 25 and 26. There are also seven potential development sites in this area.

On the east end of the East Side subarea is the distinctive arch of the Triborough Bridge span and to the west is the Park Avenue Viaduct (although this visual delimiter is in the adjacent Transit Hub subarea). The arches of the Triborough Bridge provide a visual landmark in this easternmost area. There are few retail or residential destinations in the most easterly portion of the East Side subarea, and a generally low scale of development. On the more westerly portion of the subarea, there are uses and activities that bring people to the area, both through the day and into the evening hours. Pedestrian activity is centered on the express and local stops of the Lexington Avenue Line 4 and 5 Express and the No. 6 Local line. Another principal destination and generator of pedestrian traffic and street activity is the Pathmark supermarket, which comprises the entire south block frontage of East 125th Street between Third and Lexington Avenues. On the north side of the street, is the relatively new Gotham Plaza, occupied in large

part by the New York State Department of Motor Vehicles (DMV), open throughout the working day and a constant generator of pedestrian traffic., The Pathmark Building is low-rise, and covers most of its block, including all of the 125th Street frontage, and the 3-story Gateway Plaza, a 3-story glass and steel building that covers its entire lot. Both buildings provide retail store fronts on the ground level, with glass and steel facades and large expanses of glazing on the upper stories. With the vacant and underutilized lots outside of the primary study area, there is a sense of openness, but the lack of development, wide disparity in building heights and types and limited street amenity results in a lack of cogent urban form. Figure 3.7-4 provides views of this area.

Building Bulk, Use, and Type: The buildings found in the East Side subarea are predominantly comprised of one- to ten-story buildings located east of the Park Avenue Metro-North Viaduct. The majority of the structures in this subarea have FARs within the range of 1.0 to 3.0, with some high coverage lots exhibiting FARs in the 4.0 to 6.0 range. Building types vary from one-story retail establishments to residential walk-up buildings, community facilities, large retail (supermarket), to large concrete and masonry structures that have little fenestration or relation to the street. Lot coverage varies from partial to full lot coverage, but most buildings occupy their full frontage. Retail frontages occur in buildings that appear to be converted from industrial buildings, but with 19th century detailing. Single-story buildings are interspersed throughout the study area and generally contain light industrial uses, including vehicle storage, or commercial use. Lot coverage is variable both within the rezoning area and the broader study area; however, there is new residential development activity immediately outside the rezoning area that covers lots in full and reinforces the street line. Two more recent developments, Gotham Plaza and Gateway Plaza are within this study area, and they are low-rise, but high coverage. They have substantial glazing, and relate to the street through retail transparency and limitation of non-active uses at the street level.

Many buildings are mainly of brick construction and feature the tenement form characteristic of early 1900s housing. Retail uses at street level tend to consist of locally-oriented businesses, such as restaurants, convenience stores, antiques and architectural salvage, but also include national chains in the newer buildings (e.g., Pathmark as a single use in its own building, and Levitz Furniture as a tenant in Gateway Plaza). Residential uses are generally found along the local side streets within this portion of the overall study area. Improved park areas around the Triborough Bridge ramps and green areas around other entrances and exits from the Harlem River Drive are found, and there is one community garden within the subarea, known as the Dream Street Park, located on East 124th Street between Second and Third Avenues.

Figure 3.7-4
Urban Design: East Side Subarea



(1) A view facing east along 125th Street to the Triborough Bridge



(2) A view facing southeast along the south side of 125th Street between Second and Third Avenues

Urban Design: East Side Subarea



(3) A view of Gateway Plaza (DMV Building) facing northwest along the north side of 125th Street between Lexington and Third Avenues



(4) A view facing northwest along the north side of 125th Street between Third and Lexington Avenues

Urban Design: East Side Subarea



(5) A view facing southeast to the Pathmark supermarket along the south side of 125th Street from Lexington Avenue



(6) A view facing northwest to Gotham Plaza

Building Arrangement: Most buildings in the East Side subarea are regular with respect to their placement upon lots and are attached to one another. The buildings were built incrementally over time and do not present a cohesive urban form, exhibited by their varying building heights. At-grade parking areas and vehicle storage areas interrupt the building arrangement on blocks.

Block Form and Street Pattern: The block forms are regular blocks and generally fit within the Manhattan street grid. Adjacent to the rezoning area, block form is interrupted by the Triborough Bridge ramps.

Streetscape Elements: The East Side subarea contains a modest number of street trees that are irregularly located, generally on side streets. Along building frontages, signage indicates the presence of retail establishments, and the bare walls of building frontages that abut vacant lots or shorter buildings are often used for advertisements.

The streetwalls along the east-west thoroughfares are mostly continuous, interrupted by vacant lots. Retail signage is found on building frontages and painted or mounted on building sidewalls. Grasses, weeds and wild plant growth are commonly seen within vacant, often fenced lots that are not used for parking.

Given the differences in building style and use, there are widely different conditions around the pedestrian environment. For example, the Pathmark in the East Side subarea occupies most of an entire block yet has fenestration on about half of its 125th Street frontage. The balance is enclosed by concrete panels, and the two building sides facing East 124th Street and Lexington Avenue are devoid of articulation or interest.

Street Hierarchy: The East Side subarea is comprised of regular blocks bounded by north-south avenues, and east-west local streets. Peculiar only to this portion of the overall study area, is a limited one-way street segment that is a local street elsewhere in the study area functions as a collector in this subarea. This local segment, East 124th Street, connects major roadways to the Manhattan network of collectors and arterials and is used by NYCT buses. Although it is a local street, 124th Street provides truck access for loading/unloading for the commercial businesses that front on 125th Street.

Natural Features and Topography: There are no significant natural or topographic features within the East Side subarea. There is a subtle change in grade, dropping toward the Harlem River from the more westerly portion of the study area.

Transit Hub Subarea

In area, the smallest of the urban design subareas, the Transit Hub subarea contains three projected development sites and one potential development site. The three projected development sites include sites 19, 21 and 23. The Transit Hub subarea flanks the structure of the Park Avenue Viaduct, upon which there are elevated Metro-North tracks and beneath which are connections to NYCT bus lines that service Harlem and connect it to other parts of the City. Figure 3.7-5 presents views of this urban design subarea.

Building Bulk, Use, and Type: Because of the many vacant or underutilized parking/storage lots in this subarea, and widely varying building heights, there is no overall pattern building arrangement within the project area. Extant buildings are built to the lot line, occupy their full lots and are regular with respect to each other and the street. These buildings are widely disparate in height and type. The buildings range from the National Register Mount Morris Bank, known locally as the Corn Exchange, which is 5 stories in height, presently enclosed by scaffolding. Opposite the Corn Exchange on the east side of Park Avenue is a 12-story masonry loft building, known as the Lee Building, which is in good repair and occupied. On the south side of Park Avenue, opposite this loft building are tenement style buildings interspersed with vacant lots. On the westerly side of Park Avenue, the New York College of Podiatric Medicine relates to East 124th Street but is well back from 125th Street, surrounded by fencing and a large underutilized parking lot. Block faces along Park Avenue on the east side of the Metronorth Viaduct show commercial uses, often with commercial returns onto side streets. FARs range from 1.0 to 10.0.

Building Arrangement: Buildings that exist in this subarea are rectilinear in form, and are generally built to their lot lines. The major exception is the New York College of Podiatric Medicine.

Blockform and Street Pattern: The blockform is regular in this subarea, and the street pattern consists of two arterials (Park Avenue and 125th Street) contained by two local streets, 124th and 126th Streets.

Streetscape Elements: The Metro-North viaduct is the major streetscape feature in this subarea spanning the entire subarea from 124th to 126th Streets. Its outrigger support stanchions, which land on the outer sidewalks of both sides of Park Avenue, affect sidewalk space, as do protective bollards in the area of the Metro-North Station entrance. In the subarea, the viaduct is located over an enclosed train waiting area, which is connected to the overhead platforms by stairs and elevations. The viaduct is decorated in the area of the station over 125th Street with two-dimensional steel sculptures that evoke Harlem and New York City images. Elsewhere in this subarea, there is little in the way of streetscape elements. There are no street trees, nor is there distinctive street furniture. Signage is found on retail frontages on the east side of the Viaduct, and painted in large letters on the New York College of Podiatric Medicine. Not all retail frontages are active, given the building type upon which they are mounted and vacancies in the area.

Street Hierarchy: The Transit Hub subarea is centered on two major arterial roads, Park Avenue and 125th Street. Other streets within the study subarea are local streets.

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

Figure 3.7-5
Urban Design: Transit Hub Subarea



(7) A view facing southeast along the south side of 125th Street between Madison and Park Avenues; the Metro-North Viaduct is shown

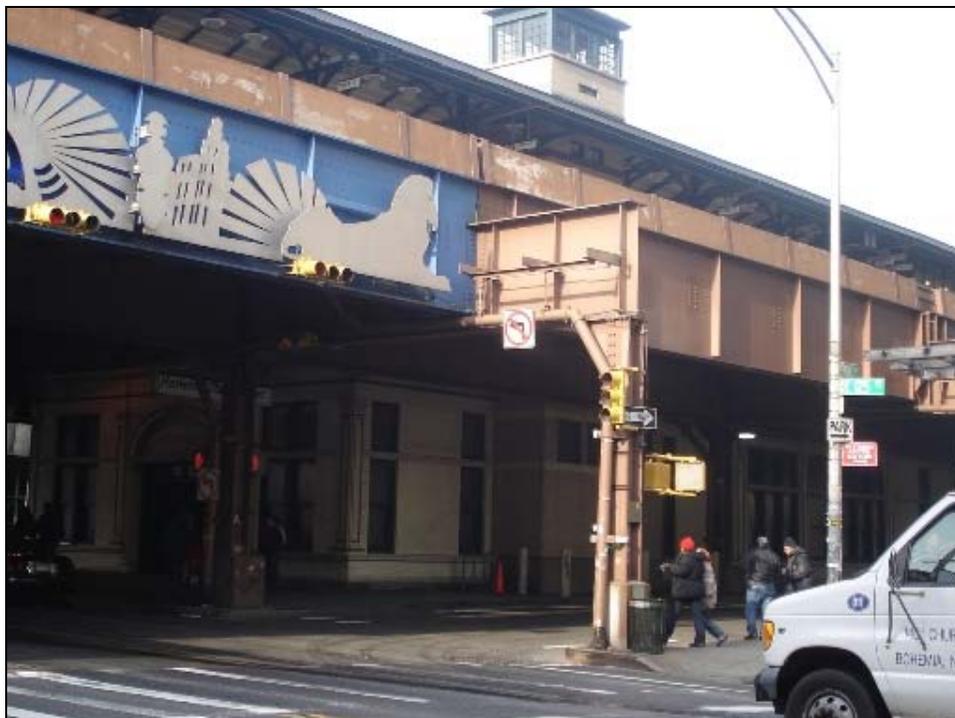


(8) A view of the Corn Exchange Building facing north at the intersection of 125th Street and the west side of Park Avenue

Urban Design: Transit Hub Subarea



(9) A view facing northwest of the Lee Building, at the east side of Park Avenue and East 125th Street



(10) A view facing northwest of the Metro-North Viaduct

Mid Corridor Subarea

The Mid Corridor subarea generally extends between the Transit Hub subarea on the east to Malcolm X Boulevard on the west, but excludes a portion of 125th Street frontage from between Malcolm X Boulevard and 545 feet east (see Figure 3.7-2). See Figure 3.7-6 for views of the Mid Corridor subarea.

Building Bulk, Use, and Type: Within the Mid Corridor subarea, the streetwalls are continuous along 125th Street, and there is less variation in building heights across this area, ranging from 3 stories to 6 stories. Residential uses, some with ground floor retail are dominant building forms. Taller buildings frame the broader avenue, with lower brownstones lining the east-west blocks on 124th and 126th Streets. FARs range from less than 1.0 to 6.0 on 124th Street, to 2.7 to near 6.0 on the northerly side of 125th Street.

Building Arrangement: Buildings are generally rectilinear and built to their lot lines.

Blockform and Street Pattern: While block forms are geometrically regular, the length of the blocks varies across this subarea. The blocks become longer from east to west, from about 450 feet, counting the entire block between Park Avenue and Madison Avenue, to 500 feet between Madison Avenue and Fifth Avenue, to 950 feet between Fifth Avenue and Malcolm X Boulevard. Block widths are regular.

The streetscape character is that of a mature, attractive urban area, with the benefit of being immediately adjacent to a major historic district. On the north side of the subarea, brownstone residential areas are activated with building stoops. Street trees are found on many of the east-west streets in this subarea.

Streetscape Elements: Within this subarea, there are some modernist streetscape elements, including lighting stanchions and traffic signals, especially on the approaches to the Mount Morris Park Historic District. Street trees are also placed along these north-south entrances.

Street Hierarchy: The Mid Corridor subarea is centered on the intersection between the major arterial of 125th Street and Malcolm X Boulevard serving as the major north-south arterial. Fifth and Madison Avenues are collectors in this study area, and the remaining streets are local roads.

Natural Features and Topography: There are no significant natural or topographic features within the Mid Corridor subarea, except for those provided by the green spaces and dramatic rock outcroppings and topographic changes within the immediately adjacent Marcus Garvey Park, (see secondary study area description).

Figure 3.7-6
Urban Design: Mid Corridor Subarea



(11) A view facing the northwest along the north side of 125th Street between Park and Madison Avenues



(12) A view of the Promise Academy facing northwest along the north side of 125th Street and Madison Avenue

Urban Design: Mid Corridor Subarea



(13) A view facing southeast along the south side of 125th Street at Fifth Avenue



(14) A view facing southeast along the south side of 125th Street between Madison and Fifth Avenues

Urban Design: Mid Corridor Subarea



(15) A view facing north along 125th Street between Fifth and Madison Avenues



(16) A view facing southeast along the south side of 125th Street between Madison and Fifth Avenues

Urban Design: Mid Corridor Subarea



(17) A view facing northwest along the north side of 125th Street at Fifth Avenue (also shows distinctive light standard)



(18) A view facing northwest along the north side of 125th Street between Lenox and Fifth Avenues

Urban Design: Mid Corridor Subarea



(19) A view facing southeast along the south side of 125th Street between Fifth and Lenox Avenues



(20) A view facing southwest along the south side of 126th Street between Fifth and Madison Avenues

Mixed-Use Core Subarea

The Mixed-Use Core subarea comprises the blocks from Malcolm X Boulevard to Frederick Douglass Boulevard and includes the 125th Street frontage and block depth 545 feet east of Malcolm X Boulevard. It contains 11 projected development sites and 9 potential development sites. Eleven projected development sites comprise a substantial portion of the 125th Street frontage in this subarea. See Figure 3.7-7 for views of the Mid Corridor subarea.

Building Bulk, Use, and Type: The Mixed-Use Core subarea is characterized by widely different building heights across its 125th Street frontage. Within the Mixed-Use Core subarea, the north side of 125th Street has taller buildings than the south side. Most buildings are built to their lotlines, with some important exceptions, such as the Adam Clayton Powell State Office Building at the corner of 125th Street and Adam Clayton Powell Boulevard. Building heights along 125th Street vary from 1 story to 20 stories, creating a diverse character. Building types range from low-rise retail uses of 1 to 4 stories to high-rise office buildings, such as the State Office Building and other bulky office towers in this corridor located at 55 West 125th Street (15 stories) and the Harlem Center (10 stories).

The State Office Building is set back from its street frontages creating a major, landscaped plaza, which provides planters and seating, plus a sculpture of Congressman Adam Clayton Powell at the corner of Adam Clayton Powell Boulevard and 125th Street. Other building types within the Mixed-Use Core provide individual storefronts within a single larger building, where office uses or residences are located on upper stories. The tall landmark Hotel Theresa, now used exclusively for office use, fills the street frontage of Adam Clayton Powell Boulevard between 124th and 125th Streets, but is relatively narrow. It occupies its full lot.

Building Arrangement: Most buildings are built to lot lines, and are rectilinear. In addition to the State Office Building, the 6-story office building at 150 W. 125th Street between Adam Clayton Powell Boulevard and Frederick Douglass Boulevard, is setback from the street line for about 15 feet.

Blockform and Street Pattern: The blockform is regular in this subarea, and the street pattern consists of the main 125th Street arterial, defined by Malcolm X Boulevard and Frederick Douglass Boulevard, and two local streets, 124th and 126th Streets. Unlike the other block frontages within the primary study area, there are mid-block traffic bulb-outs located on all blocks between Fifth Avenue and Frederick Douglass Boulevard. At the crossing adjacent to the landmark Apollo Theater, the bulb-out has a mid-block traffic signal for pedestrian crossing

Streetscape Elements: The Mixed-Use Core subarea contains some distinguished streetscape elements. Foremost among these is the historic renovated Apollo Theater marquee, a world-famous icon of Harlem. It is located in the mid-block of West 125th Street, and the Apollo's presence and function as an anchor is also denoted by decorative brick sidewalks with stone nosing, and a traffic bulb-out in front of the Theater. The special street paving materials of brick, diagonal scoring and stone curbing at the major corner intersections are present in this subarea, establishing a vocabulary that underscores the prominence of the entertainment subcore in this

Figure 3.7-7
Urban Design: Mixed Use Core Subarea



(21) A view facing northwest along the north side of 125th Street between Lenox and Fifth Avenues



(22) A view facing northwest along the north side of 125th Street between Lenox and Fifth Avenues

Urban Design: Mixed Use Core Subarea



(23) A view facing southeast from the intersection of 125th Street and Adam C. Powell Boulevard



(24) A view facing northwest along the north side of 125th Street at Lenox Avenue



(25) A view facing northwest along the north side of 125th Street between Adam C. Powell Boulevard and Lenox Avenue

Urban Design: Mixed Use Core Subarea



(26) A view facing northwest along the north side of 125th Street between Frederick Douglass and Adam C. Powell Boulevards



(27) A view facing southeast on the south side of 125th Street between Frederick Douglass and Adam C. Powell Boulevards

Urban Design: Mixed Use Core Subarea



(28) A view facing southeast on the south side of 125th Street between Frederick Douglass and Adam C. Powell Boulevards



(29) A view of the Apollo Theatre facing northwest along the north side of 125th Street between Frederick Douglass and Adam C. Powell Boulevards

Urban Design: Mixed Use Core Subarea



(30) A view of the rear side of the Hotel Theresa facing southeast along the south side of 125th Street between Adam C. Powell and Frederick Douglass Boulevards

area, which is carried out elsewhere within the primary study area, but not consistently across the primary study area.

With the entrances to the express No. 2 and 3 subways at the center of the corridor, there is substantial pedestrian flow, with major destinations to the east and the west of the stations. The location of major commercial uses around the stations at all four corners of the Malcolm X Boulevard/125th Street intersection makes this a significant pedestrian hub.

This subarea exhibits a specialized vocabulary of street furniture, which is a modernistic street light fixture and a 125th Street logo (See Figure 3.7-8). The fixtures are made of steel, and the star logo for the street appears in the corners of the fixture.

Most building frontages exhibit retail signage in this area, mounted at different heights across the subarea and exhibiting a wide range of materials and colors.

The richly detailed and articulated Hotel Theresa, at the southwest corner of Adam Clayton Powell Boulevard and West 125th Street, has a significant presence in the streetscape, with its undulating white brick and glazed terracotta façade along the principal frontages along West 125th Street, Adam Clayton Powell Boulevard and West 124th Street.

Street Hierarchy: The Mixed-Use Core subarea is centered on the major arterial of 125th Street and Adam Clayton Powell and Malcolm X Boulevards are the major north-south arterials. Frederick Douglass Boulevard is the collector in this study area, and the remaining streets are local roads.

Natural Features and Topography: There are no significant natural or topographic features within the Mixed-Use Core subarea.

St. Nicholas Intersection Subarea

The St. Nicholas Intersection subarea comprises the 4 blocks bounded by West 126th Street to the north, Hancock Place/West 124th Street to the south, Frederick Douglass Boulevard to the east and Morningside Avenue to the west. Although the blocks are generally regular, the cant of 125th Street and the termination of 124th Street at the west end of this area to create the superblocks for the General Grant Houses render the southwest block a triangle rather than a rectangle. Figure 3.7-8 presents images of the St. Nicholas Intersection subarea.

Building Bulk, Use, and Type: Building heights generally range from two stories to seven stories. The tallest building in the subarea is the new, triangularly-shaped Hotel Trades building, which occupies the corner of the triangular block bounded by West 125th Street, West 124th Street and St. Nicholas Avenue to the east and Morningside Avenue to the west. It comprises a 4-story base with 5 additional stories in a tower setback from the street, with an FAR of approximately 5.0. Older residential buildings on the north side of 125th Street show a handsome masonry finish, while others are tenement style. A major retail and entertainment building type is exhibited in the Loewe's–Harlem USA with a different range of materials, including upper story glazing which is lit at night and articulated concrete panels.

Building Arrangement: Buildings in the St. Nicholas Intersection subarea are built to their lot lines, and while there are some that have open areas to the rear of the lots, these are largely limited from view.

Blockform and Street Pattern: The block form is mostly regular, but immediately adjacent to this subarea is where 125th Street juts north. In the St. Nicholas Intersection subarea, westbound 125th Street traffic can enter the eastbound 124th Street, which commences at the intersection of 125th Street and Morningside Avenue. As a result of the change in streets, one of the blocks in this subarea is triangular in shape, rather than the dominant rectangle. The remaining rectangular blocks are all uniform; all street frontages on West 125th Street are of equal length in the St. Nicholas Intersection subarea.

Streetscape Elements: Streetscape elements in the St. Nicholas Intersection subarea include both the modern steel lighting and traffic fixtures, and standard cobra head lighting fixtures. There are multiple signs and entry canopies to the retail uses, especially on the south side of 125th Street in this area. The mix of signage types and materials, and the transparency of Harlem USA and the Hotel Trades building add significant interest to this subarea during both day and evening hours.

Street Hierarchy: Within this subarea, 125th Street is the major arterial, and the north-south routes of Morningside Avenue and Frederick Douglass Boulevard are collector roads. Both the local roads of 124th and 126th Street define the north and south limits of this subarea, and provide east and west traffic flow, respectively.

Natural Features and Topography: There are no significant natural or topographic features within the St. Nicholas Intersection subarea.

West Side Subarea

The West Side subarea includes the entire length of 125th Street from Morningside Avenue to Broadway. It is in this area that 125th Street cants to the north, and views west from the adjacent study areas are terminated. On the north side of 125th Street, most buildings are occupied by locally-oriented retail with residential uses above. On the south side of the street, the General Grant Houses and their superblock comprise the entire primary study area, with buildings set back from their street frontage, lacking a continuous streetwall. This southerly area is best characterized as having a core of tall, high bulk structures surrounded by low- and mid-rise structures, fronting on a wide, two-way cross-town arterial street. Pedestrian activity is concentrated along 125th Street, and the north-south arterials and collectors within this subarea carry significant volumes of pedestrian traffic, but it is lower than other rezoning subareas. The Broadway stops of the No. 1 train bring connectivity from and to this and the other subareas. The steel arches and station over 125th Street create a terminal view and one of the major visual organizing features of the entire rezoning area. Views of the West Side subarea are presented in Figure 3.7-9.

Figure 3.7-8
Urban Design: St. Nicholas Intersection Subarea



(31) A view facing northwest at the intersection of 125th Street and Frederick Douglass Boulevard



(32) A view facing northwest along the north side of 125th Street at St. Nicholas Avenue

Urban Design: St. Nicholas Intersection Subarea



(33) A view of the Hotel Trades Building facing southeast along the south side of 125th Street from Morningside Avenue



(34) A view of Harlem USA facing southeast along the south side of 125th Street between Frederick Douglass Boulevard and St. Nicholas Avenue

Figure 3.7-9
Urban Design: West Side Subarea



(35) A view facing northwest along the north side of 125th Street between Amsterdam and Morningside Avenues



(36) A view facing north along 125th Street between Amsterdam and Morningside Avenues

Urban Design: West Side Subarea



(37) A view of General Grant Houses facing southeast along the south side of 125th Street between Amsterdam and Morningside Avenues



(38) A view facing northwest along the north side of 125th Street between Amsterdam Avenue and Old Broadway

Urban Design: West Side Subarea



(39) A view facing northwest along the north side of 125th Street between Amsterdam Avenue and Old Broadway



(40) A view facing south along 125th Street between Broadway and Amsterdam Avenue

Building Bulk, Use, and Type: The West Side subarea contains various building forms and a range of uses. The General Grant Houses are among the tallest buildings in the entire study area, with each tower structure rising 21 stories. There are low-rise buildings that are part of the General Grant Houses that are three and six stories. Set among grassy lawns and paved areas, the General Grant Houses present a strong terminal to views at this end of the 125th Street corridor. Filling in the remainder of the subarea is a mixture of one- to six-story buildings, and several vacant lots. Lot coverage in this subarea is high. The majority of the FARs in this subarea range from 0.6 to over 4.6.

Residential uses are predominant through out the subarea with the major presence of the General Grant Houses. The one- and two-story buildings in this area are largely retail use, and those along the north side of 125th Street that range up to six stories have retail occupancy in the base and residential or institutional uses above. Pedestrian activity is centered on 125th Street, as it is throughout the entire project area.

Building Arrangement: Most buildings in the West Side subarea on the north side of 125th Street are regular with respect to their placement upon lots and are attached to one another, except where parking and storage areas uses interrupt the building arrangement on blocks. The General Grant Houses on the south side of 125th Street do not follow this pattern and consist of tower in the park typologies with narrow slab towers set amidst open space and circulation within their superblocks.

Block Form and Street Pattern: The block forms are dictated by the change in angle of 125th Street, and the lack of through-blocks created by the termination of 124th Street immediately to the east. This creates the superblocks on the south side of 125th Street, and the rhomboid block forms north of 125th Street. The north-south streets are regular through the rezoning area, in conformity with the Manhattan street grid.

Streetscape Elements: The West Side subarea exhibits features non-uniform, discontinuous streetwalls due to the variety in building use and scale, with six-story frontages standing adjacent to one-story frontages. Mature trees are found within the General Grant Houses blocks at the various street frontages. Some residential buildings have stone portico entrances, but these are few; there are multiple metal fire escapes attached to building frontages here as well. The northerly blockface exhibits a large collection of retail signage.

Street Hierarchy: The West Side subarea is centered on the major arterial of 125th Street and Broadway is the major north-south arterial. Amsterdam and Morningside Avenues are the collectors in the study area. Local streets are the east-west streets that flank the secondary study area.

Natural Features and Topography: There are no significant natural or topographic features within the West Side primary study area.

Urban Design – Secondary Study Area

The urban design secondary study area is defined as the area contained within a ¼-mile radius from the primary study area. The secondary study area is generally bounded by 131st Street to the north, 119th Street to the south, the Harlem River to the east and the Henry Hudson Parkway to the west. The boundaries of the secondary study area are shown in Figure 3.7-1.

East Side Subarea

The secondary study area ranges from East 119th Street and the on the south to East 131st Street on the north. On the east side is the Harlem River and the Harlem River Drive; on the west side is a partial block face with the buildings that front on Lexington Avenue. In the southeastern portion of the study area are the Wagner Houses, which are built in the “tower-in-the-park” typology and lack a street wall. These 16-story towers are located on two lots, straddling First Avenue. Together, they have an FAR of just less than 1.2, located on a site of approximately 22.7 acres. Other towers in the secondary study area portion of the East Side subarea include the UPACA (age-restricted NYCHA Housing) at Lexington Avenue, among the bulkier structures in the area, at a height of 12 stories and an FAR of 2.5. The area is characterized by several vacant lots, vacant blocks and parking lots, walk-up residential buildings and older masonry loft-style buildings, vehicle sales buildings and transportation facilities. Where buildings are extant, lot coverage is high, but there are several vacant lots within this portion of the study area. In the northerly portion of the secondary study area, car dealerships exhibit full or nearly full lot coverage and building frontages that rise 3-stories, but very high buildings, creating a boxy, massive form. In the northerly portion of this subarea are the automotive sales buildings and storage, large vacant lots and storage areas for NYCT buses and other buses, located around Second and Third Avenues. South of the rezoning area, the East Side subarea exhibits a pattern of uses with commercial frontages clustered on avenues and residential uses clustered on east-west streets. This is unlike the northern portion of the subarea, where a large, bulky car dealership building has a dominant appearance, set amidst lots with at-grade bus parking. The partially developed Harlem River Parks, to be completed following reconstruction of the Willis Avenue Bridge and other activities, coupled with the highways and the use of large parcels for at-grade parking and storage, create a low-bulk, low-intensity area with minimal urban design features. However, at the western end of the subarea, a pattern of institutional and residential uses commences, and the typical pattern of an urban neighborhood begins to be established.

The East Side subarea of the secondary study area is comprised of regular blocks bounded by north-south avenues, and east-west local streets. Peculiar to this portion of the subarea, is a limited one-way street (East 128th Street) segment that is a local street elsewhere in the study area, yet functions as a collector in this subarea. The reason for this is that this local segment (East 128th Street) connects major roadways to the Manhattan network of collectors and arterials; NYCT buses use this segment. At the far eastern end of the corridor, the ramps to the Triborough Bridge and the Harlem River Drive entrances define the network of streets.

Transit Hub Subarea

The Transit Hub subarea is a long, narrow corridor comprised of the partial blocks that front on Park Avenue, flanking the Metro-North Viaduct. This Viaduct is the major streetscape feature in this study area, spanning its entire length, from East 119th Street to East 131st Street, just short of its crossing of the Harlem River. Between East 119th Street and the rezoning area, the elevated viaduct passes through areas occupied by large public institutions (the North General Hospital) and PS 79 to the west; newer, contextually sensitive townhouse style housing that is built to the lot lines on its frontage streets, and a variety of small-lot developments to the west, including vacant parcels, active and abandoned industrial loft space, and commercial uses. This area presents a variety of building types, and blocks show a distinct development pattern that places building volumes away from the Metro-North Viaduct, using areas closest to the elevated train structure for at-grade parking. This pattern is especially prevalent to the south of the rezoning area, but is found in the northerly area as well. The pattern of development north of the rezoning area is less organized, and lots are smaller. Block forms and street patterns are regular throughout this study area. Within this area, there are no notable streetscape improvements along Park Avenue or along the side streets. Other retail elements such as retail signage or building decoration are limited.

Mid Corridor Subarea

The Mid Corridor subarea has a handsome and well-established urban design character, and contains two of the major visual resources available in the entire secondary study area, Marcus Garvey Park and the Mount Morris Park Historic District. This area is bounded by East 131st Street on the north, East 119th Street on the south, the lots facing onto Madison Avenue on the east and most of the frontage of Malcolm X Boulevard to the west. The street pattern is regular and aligned with the Manhattan street grid, except where Fifth Avenue and Mount Morris Park West circulate around Marcus Garvey Park. The pattern of buildings and blocks is well established in this subarea. To the south of the rezoning area, the majority of the subarea is comprised by the 20.22 acre Marcus Garvey Park, plus the National Register Mount Morris Historic District. The remaining uses to the south are major institutional frontages of full-block developments, and residential buildings of three to five stories outside the historic district. To the north of the rezoning area, the pattern is similarly well established. Retail uses are located along Malcolm X Boulevard, and east-west streets present a residential neighborhood of row houses, brownstones and tenement-style buildings, mixed with institutional uses. Buildings are built to the lot line and are regular with respect to their lots. The streetscape is enhanced by tree planting in areas around the Mount Morris Historic District; streetwalls are made continuous through similar building types, with common lot line facades. Buildings with stoops and architectural detailing that enliven the pedestrian experience are found north and south in this study area. Building bulks are generally low, with the dominant housing style well detailed and fenestrated to be proportionate to the slender building widths. The Malcolm X Boulevard Streetscape Enhancement Project is a Department of City Planning initiative which proposes a program of informational signage, streetscape and pedestrian space improvements for Malcolm X Boulevard. The project complements the city's reconstruction efforts completed in 2002. The Department released a final report in 2003 and the Department of Transportation has been

authorized to receive federal funds totaling \$1.6 million to fund and implement the pedestrian and street lighting improvements.

Mixed-Use Core Subarea

The Mixed-Use Core subarea includes the area from West 131st Street to the north, West 116th Street to the south, Malcolm X Boulevard to the east and Frederick Douglass Boulevard to the west. As is true for the Mixed-Use Core rezoning area, building types vary more widely in the larger Mixed-Use Core subarea secondary study area. The street grid is regular and aligned with the Manhattan street grid; however, in this area, West 129th Street terminates in a public housing development, discussed below.

To the south of the rezoning area, the Mount Morris Historic District Extension comprises half of the area, with stately rowhouses and brownstones built to the lot line. Buildings have comparable heights, ranging from three to seven stories. Religious buildings in this area are somewhat taller, as elsewhere in the study area. To the west of the historic district, avenues are populated with mostly residential buildings south of 125th Street. Cross streets are residential, with some institutional uses and vacant lots. Building heights range from three to five stories, with taller buildings along the avenue frontages. Lot coverages are high, but the residential buildings do not exhibit high bulk, with FARs ranging from under 2.0 on small lots, to 11 for a larger residential building at Adam Clayton Powell Boulevard between 123rd and 124th Streets. There is little streetscaping outside of the rezoning area.

To the north side of the rezoning area, building types and urban design vary. Between Malcolm X Boulevard and Adam Clayton Powell Boulevard, the pattern of low-rise residential brownstones, townhouses and tenement-style housing continues, interspersed with institutional uses and some vacant lots. Between Adam Clayton Powell Boulevard and Frederick Douglass Boulevard are the St. Nicholas Houses, a public housing development with cruciform towers of 14 stories on a 15.63 acre site. This development has an FAR of approximately 1.8. Like other public developments, the towers are set in a large open space, with playgrounds. It is organized around interior circulation routes. Towers show modest setbacks from the surrounding streets, with no streetwall. Like the other subareas, there is no distinctive streetscape in the northerly portion of the Mixed-Use Core subarea.

St. Nicholas Intersection Subarea

The St. Nicholas Intersection subarea is bounded by an area from West 131st Street on the north, through St. Nicholas Park to the intersection of Morningside Avenue (Convent Avenue) and West 133rd Street to the north; West 116th Street to the south, Frederick Douglass Boulevard to the east and Morningside Avenue (Convent Avenue) to the west. The north-south streets in this area are rectilinear from 116th Street to 127th Street, but the rising topography and rock outcroppings between 127th Street and the northerly edge of the subarea have resulted in streets being lain around the outcroppings; the elevation of Morningside Avenue increases up to the City College Campus beginnings, and likewise, St. Nicholas Avenue rises as it skirts St. Nicholas Park. The rezoning core is flanked by a residential area to the south, with buildings ranging from three to seven stories, and most residential buildings, including tenement style

buildings and brownstones are built to the lot line. Newer tenement-style residential buildings of six stories and high lot coverage are found on the irregularly shaped lots between Frederick Douglass Boulevard and Manhattan Avenue, south of St. Nicholas Avenue; north of St. Nicholas Avenue in this area are residential and institutional uses that also exhibit high lot coverage, and FARs of 2.0 to about 4.7. North of the rezoning area are mixed use blocks with higher coverage residential buildings of 3 to 5 stories in height, built to their lot lines with continuous streetwalls. Small commercial uses face onto Frederick Douglass Boulevard, interspersed with vacant lots.

West Side Subarea

The West Side subarea is bounded by West 136th Street to the north; an area between West 119th to a point near to West 122nd Street; to the intersection of Marginal Street and St. Claire Place to the south and west; and Morningside Avenue to the east. Within this subarea, there are a variety of land uses, and low-rise industrial buildings are found throughout the area. The low-rise buildings are a marked contrast to the three public housing developments that are located between Amsterdam Avenue and Broadway; these include the Morningside Houses, the General Grant Houses, and north of 129th Street, the Manhattanville Houses. The buildings below 125th Street are tall narrow slabs as are the buildings of the Manhattanville houses, but this latter development shows a different building arrangement within the parcel, with the slabs joined in different and varying shapes. Outside of the rezoning area, the NYCHA complexes exhibit the tower-in-the-park development typology, and industrial uses are accompanied by at-grade storage. Schools are common both north and south of the rezoning area and Riverside and Morningside Parks are within the subarea.

At the east end of this subarea are low-rise but high lot coverage industrial buildings, adjacent to five story tenement style residences. All are built to their lot lines and create a continuous street face. On other blocks, however, building heights vary greatly, from one to six stories on the same block. Convent to Amsterdam Avenues, West 126th to 128th Streets, as well as at the far end of the West Side subarea of the rezoning area, west of Old Broadway and north of 125th Street, is a residential enclave where all buildings are six stories in height. There are retail occupancies in the ground floor of this grouping. Other low- to mid-rise structures in the area include residential, and mixed residential/retail and low intensity industrial uses along West 126th to 128th Streets to Morningside Avenue. Other uses within the study area include Riverside Park, Riverside Drive and the Henry Hudson Parkway, and the mixed industrial, commercial, institutional and residential uses of Manhattanville. Building heights range, respectively from one to 20 stories across the subarea. There is no streetscaping in this area. The landmark elevated Manhattan Valley IRT viaduct structure at Broadway and the Riverside Drive viaduct are defining streetscape features and provide visual interest.

VISUAL RESOURCES

Based on criteria outlined by the *CEQR Technical Manual*, several resources have been defined as having visual significance in the quarter-mile study area. These resources include historic districts, views of significant historic and architectural landmarks, and an open space. Table 3.7-

1 lists these resources. Figure 3.7-10 illustrates the location of these resources, which are numbered according to the key provided in Table 3.7-1. Figure 3.7-11 relates the visual resources to the urban design and rezoning study areas. Images of each of the landmark and important non-landmark buildings (National Register-Eligible) are presented in Chapter 3.6, and selected views of the principal visual resources appear on Figures 3.7-12. Further details about Marcus Garvey Park and Morningside Park are available in Chapter 3.4, “Open Space” while further information on the historic and architectural resources can be found in Chapter 3.6, “Historic Resources.”

Views to visual resources within the study area are generally short and are limited to the resource’s immediate surroundings within the primary study area. Views to larger structures, such as the landmark Hotel Theresa, the Apollo Theater and the double, street-spanning arches of the elevated Manhattan Valley IRT viaduct at Broadway and the Riverside Drive Viaduct do not extend across the study area due to the length of the 125th Street corridor, the change of alignment of 125th Street, and visual limitations or barriers created by intervening buildings and the Park Avenue Metro-North Viaduct. These structures are periodically visible looking eastward from the waterfront and from points throughout the study area where views are possible due to the variation of building heights. However, the major elevated transportation elements of the study area – the two viaducts on the west, the Metro-North Viaduct at Park Avenue, and the arches of the Triborough Bridge to the east imbue a rhythmic sense that defines the 125th Street Corridor.

The visual resources of the 125th Street study area include National Register and New York City Landmark structures and districts. Historic districts, including Mount Morris Park Historic District (#27), the Mount Morris Park Historic District Extension (#17), and the Manhattan Avenue Historic District (#28) are located within the secondary study area (except for a small portion of the Mount Morris Park Historic District Extension which is in the primary study area), and have only limited views from the primary study area. Individual resources that are landmark buildings are located along the length of the primary study area, and generally visible only from their immediate surroundings, such as streets and sidewalks. A major icon of Harlem – the Apollo Theater – is distinguished by its signage visible throughout the day and night. Other individual New York City and National Register Landmarks within the primary study area include The Mount Morris Bank (Corn Exchange(#1)), the former Engine Co. 36 at 120 East 125th Street (#9), the New York Public Library 125th Street Branch at 224 East 125th Street, The Hotel Theresa, located at 2082-2090 Adam Clayton Powell Boulevard, the Old Broadway Synagogue (#23) at 15 Old Broadway and the IRT Broadway Line Viaduct and the IRT Broadway Subway Station (#38 and #39) . Visual resources and the view to them are described in the following table.

By primary and secondary subarea, the visual resources include (see also Chapter 3.6 Historic Resources for a description of each historic resource):

East Side Subarea:

The following historic and National Register-eligible buildings that are visual resources are located in the East Side Subarea: #2, the former Harlem Savings Bank, 124 east 125th Street (Block 1773, Lot 58), #9, Engine Co. 36, at 120 East 125th Street (block 1773 Lot 62), Resource

#10 - New York Public Library, 125th St. Branch, 224 East 125th St. (Block 1789, Lot 37) #11 - Former Twelfth Ward Bank, 141-147 E. 125th St./2075-2087 Lexington Ave (Block 1774, Lot 20), #19 - 221 E. 124th St. (Block 1789 Lot 10), # 20 Apartment Building, 2075-2087 Lexington Ave (Block 1774, Lot 51).

There is only one visual resource in the East Side subarea secondary study area, which is the Harlem River (#50).

Transit Hub Subarea:

In the Transit Hub subarea, the National Register and New York City Landmark Corn Exchange (Mount Morris Bank, (#1), and the National Register-eligible Park Avenue Viaduct (#7) and the Metro North 125th Street Station at Park Avenue between 125th and 126th Street (#8) are located.

There are no visual resources in the Transit Hub subarea secondary study area.

Mid-Corridor Subarea:

The Mid-corridor primary subarea contains the following visual and National-Register eligible resources:);# 6 Flats & Stores, 4-12 E. 125th St. (Block 1749, Lot 66); the National Register # 17 - Mount Morris Park Historic District Extension , #18 Flat & Stores building at 1944 Madison Avenue (Block 1749, Lot 55).

The secondary study area portion of the Mid-Corridor subarea contains visual resources, 27, and 30 to 33. These are, respectively, the National Register Mount Morris Park Historic District, The Metropolitan Community United Methodist Church 1975 Madison Avenue (Block 1751 Lot 20: St. Andrew's Episcopal Church, 2067 Fifth Avenue (Block 1752 Lot 1); the building at 16 East 127th Street (Block 1751 Lot 65), the Langston Hughes House, located at 20 East 127th Street (Block 1751 Lot 65), #25, the HCF Koch Department Store at 132 West 125th Street (Block 1909 Lot 12).

On the south side, Marcus Garvey Park (#46), is one of two open spaces that is a significant visual resource, and within the park is the individually important Fire Watchtower (#47). Of these resources, only Marcus Garvey Park and a portion of the Historic District are visible from the primary study area. All have significant views and presence within the southerly portion of this secondary study area.

Mixed-Use Core Subarea:

The Mixed-Use Core Subarea contains several National register listed and eligible visual resources. They include #3 - Marion Building, 78-84 W. 125th St./290 Lenox Ave (Block 1722, Lot 69); #4 - The Bishop Building, 275 W. 125th St. (Block 1931, Lot 1); #5 - Amsterdam News Building, 2340 Frederick Douglass Blvd. (Block 1931, Lot 63) #12 - Blumstein's Department Store, 230 W. 125th St. (Block 1930 Lot 44); #13 - Victoria Theatre, 233-237 W. 125th St. (Block 1931, Lot 17); #14, the Apollo Theater, 253 West 125th Street (Block 1931 Lot 10), #17, a portion of the Mount Morris Park Historic District Extension, #21 the Hotel Theresa, 20082-2090 Adam Clayton Powell Boulevard (Block 1930 Lot 51), #24, the Lenox Avenue West 125th Street Subway Station, at Lenox Avenue and 125th Street, which is potentially eligible for the

National Register.

Within the secondary study area of this subarea is the individual resource #34, St. Paul's German Evangelical Lutheran Church, at 147 West 123rd Street (Block 1908, Lot 9). On the north side of the secondary study area is visual resource #45, the 272-282 West 127th Street Historic district (multiple block and lot numbers).

St. Nicholas Intersection Subarea:

Historic District, and the individual #29 553 Manhattan Avenue (Block 1949 Lot 53) located within the historic district, and #44 the former Provident Loan Society, 2365 Frederick Douglas. Within this subarea, there are no visual resources within the primary study area, but the secondary study area contains resources #28 the Manhattan Avenue W. 120-123rd Streets Boulevard (Block 1953 Lot 35).

West Side Subarea:

The West Side Subarea primary Study area contains four visual resources. They are, respectively, #15 - Church of St. Joseph of the Holy Family, 405 W. 125th St. /168 Morningside Ave (Block 1966 Lot 70), #16 - NY Public Library, George Bruce Branch, 518 W. 125th St. (Block 1980 Lot 22) #22 - 516 W. 126th St. (Block 1982 Lot 36) and #23, the National Register Old Broadway Synagogue, at 15 Old Broadway (Block 1982 Lot 49).

The West Side secondary study area contains several visual resources, including #26, the former Sheffield Farm Dairy , 632 West 125th Street (Block 1995 Lot 44); resources 35-43 which are, respectively, the Former Engine Company No. 37, 509 W. 126th St. (Block 1983 Lot 6, St. Mary's Episcopal Church, 521 W. 126th St. (Block 1983 Lot 11), the Manhattanville Junior High School (P. S. 43), 509 W. 129th St. (Block 1984 Lot 33), IRT Broadway Line Viaduct North, Between W. 122nd and W. 135th Street, the Broadway IRT Broadway Subway Station, at W. 125th St., Former Sheffield farms stable (present Hudson Moving & Storage Company Building), 3229 Broadway (Block 1996 Lot 34), Tiemann Estate Historic District, Multiple block and lot numbers, Whitestone Apartments, Manhattanville, 45 Tiemann Pl. (Block 1995 Lot 16), the former Yuengling Brewery, (multiple block and lot numbers), #48, the Riverside Drive Viaduct, with its repeating arches, and #49, Morningside Park, which provides an oblique view from the primary study area, but it more visible in the secondary study area.

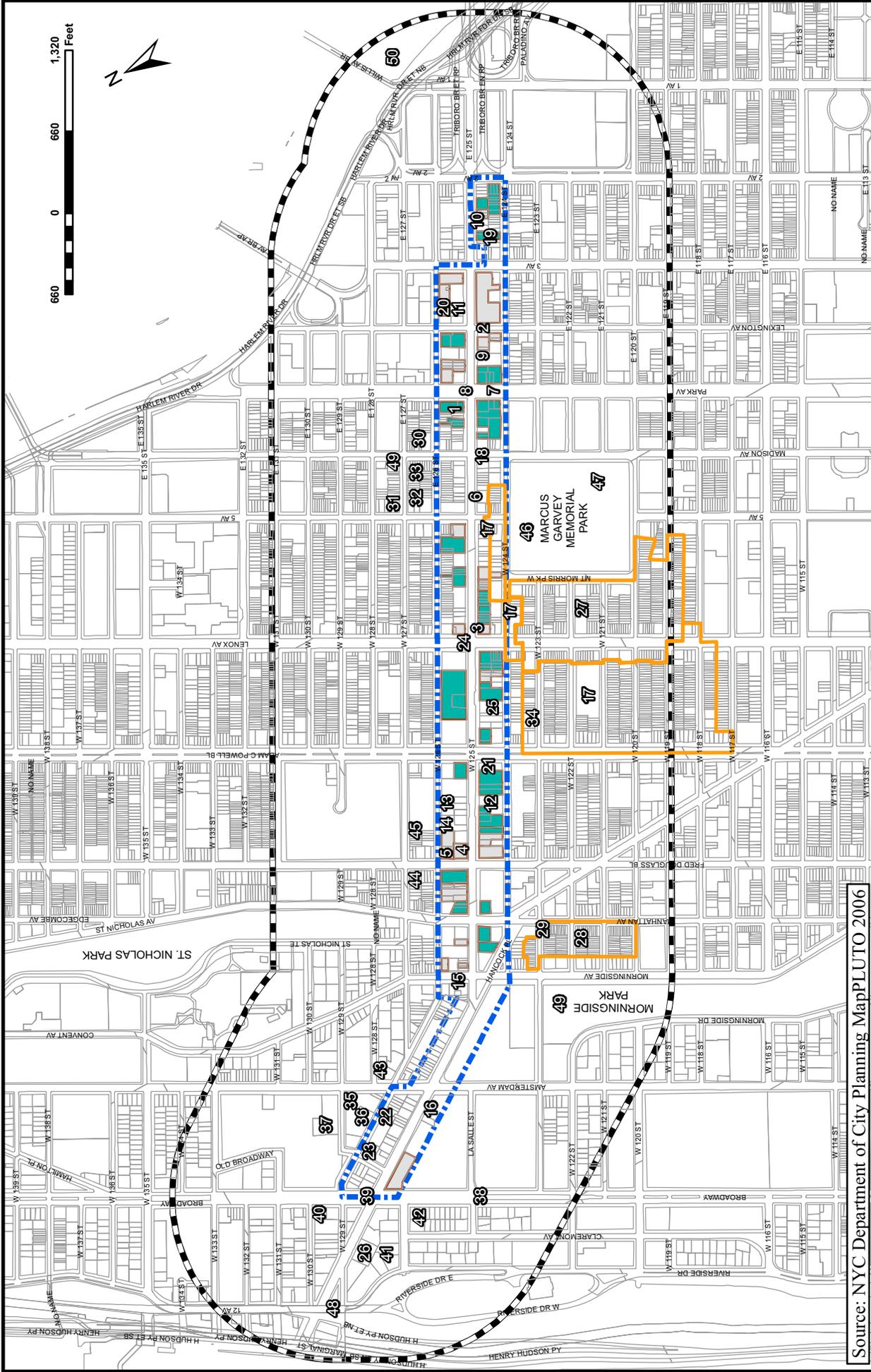
Table 3.7-1: Visual Resources in the 125th Street Study Area

Visual Resources in the Primary Study Area				
Key	Resource Name	Location	Resource Description	Description of Views
1	Mount Morris Bank	81 E. 125 th . Street at Park Ave.	Brick, red sandstone & terracotta Romanesque revival building (NYCL and NR)	Visible from immediate surroundings.
2	Former Harlem Savings Bank	124 East 125 th Street	Greek-inspired 2-story limestone building (NR Eligible)	Visible from immediate surroundings
3	Marion Building	78-84 West 125 th Street	Three-story brick and terra cotta structure with intact Beaux Arts detailing (NR Eligible)	Visible from immediate surroundings
4	Bishop Building	275 West 125 th Street	Four-story brick commercial building (NR Eligible)	Visible from immediate surroundings
5	Amsterdam News Building	2340 Frederick Douglass Boulevard	4-story building that has housed Amsterdam News since 1938	Visible from Frederick Douglass Boulevard; limited views from 125 th Street
6	Flat & Stores	4-12 E. 125 th Street	Five-story Renaissance – inspired design with masonry & terra cotta (NR Eligible)	Visible from immediate surroundings
7	Metro-North Viaduct	Park Avenue at 125 th Street	Elevated rail viaduct decorated with Harlem & NYC Motifs (S/NR Eligible)	Visible from east and west approaches along 125 th Street
8	Metro-North 125 th St. Station	Park Avenue at 125 th Street	Classical Revival station design (NR Eligible)	Views from 125 th Street and Park Avenue
9	Engine Co. 36 (Firehouse)	120 E. 125 th St. between Park and Lexington Aves.	Dutch-gabled brick structure NYC Firehouse (NYCL and NR eligible)	Visible from immediate surroundings.
10	New York Public Library, 125 th St. Branch	224 East 125 th Street	Limestone Clad, McKim Mead & White design. Carnegie Library (NYCL NR Eligible)	Visible from immediate surroundings
11	Twelfth Ward Bank	147 East 125 th Street	Six story Romanesque Revival	Visible from immediate surroundings
12	Blumstein's Department Store	230 West 125 th Street	Vaulted Windows, copper & limestone detailing (NR Eligible)	Visible from immediate surroundings
13	Lowe's Victoria Theater	253 West 125 th Street	Thos. Lam Theater, Neoclassical style; also a cultural landmark (NR Eligible)	Visible from immediate surroundings
14	Apollo Theatre	120 E. 125th St. between Frederick Douglass and Adam C. Powell Blvds.	Cultural, entertainment and historic landmark with distinctive marquee and neon sign (NYCL and NR)	Visible from all 125 th Street approaches
15	Church of St. Joseph of the Holy Family	405 West 125 th Street	Complete complex @ corner of Morningside Avenue. (NR Eligible)	Visible from all 125 th Street approaches and from Morningside Ave.
16	NY Public Library George Bruce Branch	518 West 125 th Street	Carrere & Hastings building, brick Georgian Revival	Visible from immediate surroundings
17	Mount Morris Park Historic District Extension	Area generally bounded by 125 th and 117 th Sts., Lenox Ave. and A.C. Powell Blvd.	Historic brownstones and infill development. (NR)	Visible from 125 th Street primary & secondary area and from adjoining avenues.

18	Flat & Stores	1944 Madison Avenue	Terra cotta panels, Renaissance Revival (NR eligible)	Visible from immediate surroundings
19	Multifamily residential building	221 East 124 th Street	Distinguished tenement design building (NR Eligible)	Visible from immediate surroundings
20	Apartment Building	2075-2087 Lexington Avenue	Flemish Revival 7-story structure with ornamental limestone (NR Eligible)	Visible from immediate surroundings
21	Hotel Theresa	2082-2090 Adam Clayton Powell Blvd. between 124 th and 125 th Sts.	Articulated white brick façade defines the blockfaces; west façade is brick only. (NYCL and NR)	Views from A.C. Powell Boulevard, 124 th Street, and longer approaches from East 125 th Street
22	School Building	516 West 126 th Street	Renaissance Revival/Flemish Renaissance style (NR Eligible)	Visible from immediate surroundings
23	Old Broadway Synagogue	15 Old Broadway between W. 125 th and W. 126 th Sts.	2-story synagogue (NR)	Visible from immediate surroundings.
24	Lenox Ave Subway Station	Malcolm X Boulevard & 125 th Street	Largely intact IRT line Station	Entrances visible from Malcolm X Boulevard and 125 th Street
25	HCF Koch Building	132 West 125 th Street	Renaissance Revival, 6 stories (NYCL and NR eligible)	Visible from immediate surroundings
Visual Resources in the Secondary Study Area				
26	Former Sheffield Dairy	632 West 125 th Street	White terra cotta façade classical detailing (NR Eligible)	Visible from immediate surroundings
27	Mount Morris Park Historic District	Area generally bounded by 124 th and 118 th Sts., Fifth and Lenox Aves.	Intact blocks of 3- and 4-story brownstones with decorative stonework. (NYCL and NR)	Partly visible from primary study area; 124 th Street looking south, and from Fifth and Malcolm X Boulevard.
28	Manhattan Ave. W. 120 th -123 rd Sts. Hist. District	Western side of Manhattan Ave. between 120 th and 123 rd Sts.	3-4 story brownstones with stoops, Dutch gabled dwellings & infill (NR)	Visible from immediate surroundings.
29	553 Manhattan Ave.	Within Manhattan Ave. W. 120 th -123 rd Sts. Historic District	Intact brownstone at corner location; (NR)	Visible from immediate surroundings.
30	Metropolitan Community United Methodist Church	1975 Madison Avenue	Gothic Revival Design (NYCL, NR Listed)	Visible from immediate surroundings
31	St. Andrew's Episcopal Church	2067 5 th Ave. at E. 127 th St.	Victorian Gothic Church; visible from Fifth Avenue (NYCL and NR)	Oblique views from the primary study area.
32	Residential Building	16 East 127 th Street	Typical Italianate style brownstone with intact detailing (NR Eligible)	Visible from immediate surroundings
33	Langston Hughes House	20 E. 127 th St. between 5 th and Madison Aves.	Cultural & literary landmark; 4-story brownstone with stoop (NYCL and NR)	Visible from immediate surroundings.
34	St. Paul's German Evangelical Lutheran Church	147 W. 123 rd St. between Adam C. Powell Blvd. and Lenox Ave. within Mount Morris Park Historic District	Neo-gothic Style church (NYCL)	Visible from immediate surroundings.
35	Engine Co. 37	509 West 126 th Street	Romanesque revival, many original design features (NR Eligible)	Visible from immediate surroundings
36	St. Mary's Episcopal Church	517-523 West 126 th Street	Church, parish house and Sunday School (NYCL, NR Eligible)	Visible from immediate surroundings

27	Manhattanville Jr. High School	509 West 129 th Street	Four-story red brick with limestone trim, 1930s design (NR Eligible)	Visible from immediate surroundings
38	IRT Broadway Line Viaduct North	Spans W. 122 nd to W. 135 th Sts.	Filigreed steel spans and arches that span and clear 125 th Street (NYCL and NR)	Spans visible from West Side primary subarea. Station offers views of the 125 th Street area.
39	Broadway IRT Broadway Subway Station	W. 125 th St. and Broadway	Elevated Station and Arched viaduct over W. 125 th Street (NR)	Visible from primary study area.
40	Sheffield Farms Stable	3229 Broadway	Six-story warehouse (NR Eligible)	Visible from immediate surroundings
41	Tiemann Estate Historic District	Several blocks south of West 125 th Street and west of Broadway	Grouping of buildings linked by scale materials and details (NR Eligible)	Visible from immediate surroundings in secondary study area
42	Whitestone Apartments	45 Tiemann Place	Individual feature with terra cotta ornament and copper parapet (NR Eligible)	Visible from immediate surroundings in secondary study area
43	Former Yuengling Brewery	Amsterdam Ave, West 127 th and West 128 th Street	Collection of buildings comprising a former brewery (potential NYCL and NR)	Visible from immediate surroundings in secondary study area
44	Former Provident Loan Society	2365 Frederick Douglass Boulevard	Beaux Arts Commercial architecture with full-height windows and varied pediments (NR Eligible)	Visible from immediate surroundings in secondary study area
45	272-282 W. 127 th Street Historic District	272-282 West 127 th Street	Six brownstones of 3 stories, with intact detailing	Visible from immediate surroundings in secondary study area
46	Marcus Garvey Park	Bounded by 120 th and 124 th Sts., Mt. Morris Pk. W., and Madison Ave.	Park containing a fire lookout tower, recreational and green space (NYCDPR)	Visible from 125 th Street at 5 th Avenue, from both approaches at 124 th Street
47	Mt. Morris Park Fire Watchtower	Southeastern Quadrant of Marcus Garvey Park	(NYCL & NR)	Visible from secondary study area
48	Riverside Drive Viaduct	Twelfth Avenue, from St. Clair's Place to 135 th St.	S/NR-eligible vehicle viaduct; filigreed steel arches	Visible from primary and secondary study areas
49	Morningside Park	Blocks bounded by West 123 rd Street, Morningside Avenue and Broadway	Park containing multiple passive and active recreational features (NYCDPR)	Visible partly from primary study area at Morningside Ave., mostly from secondary study area
50	Harlem River	East of Harlem River Drive	Natural Resource	No direct visual connection; visible from secondary study area

NYCL - Resource is a designated NYC Landmark, S/NR - Resource appears on the State/National Register of Historic Places, S/NR eligible - Resource declared eligible for S/NR designation, NYCDPR - Resource is under the jurisdiction of the NYC Department of Parks and Recreation.

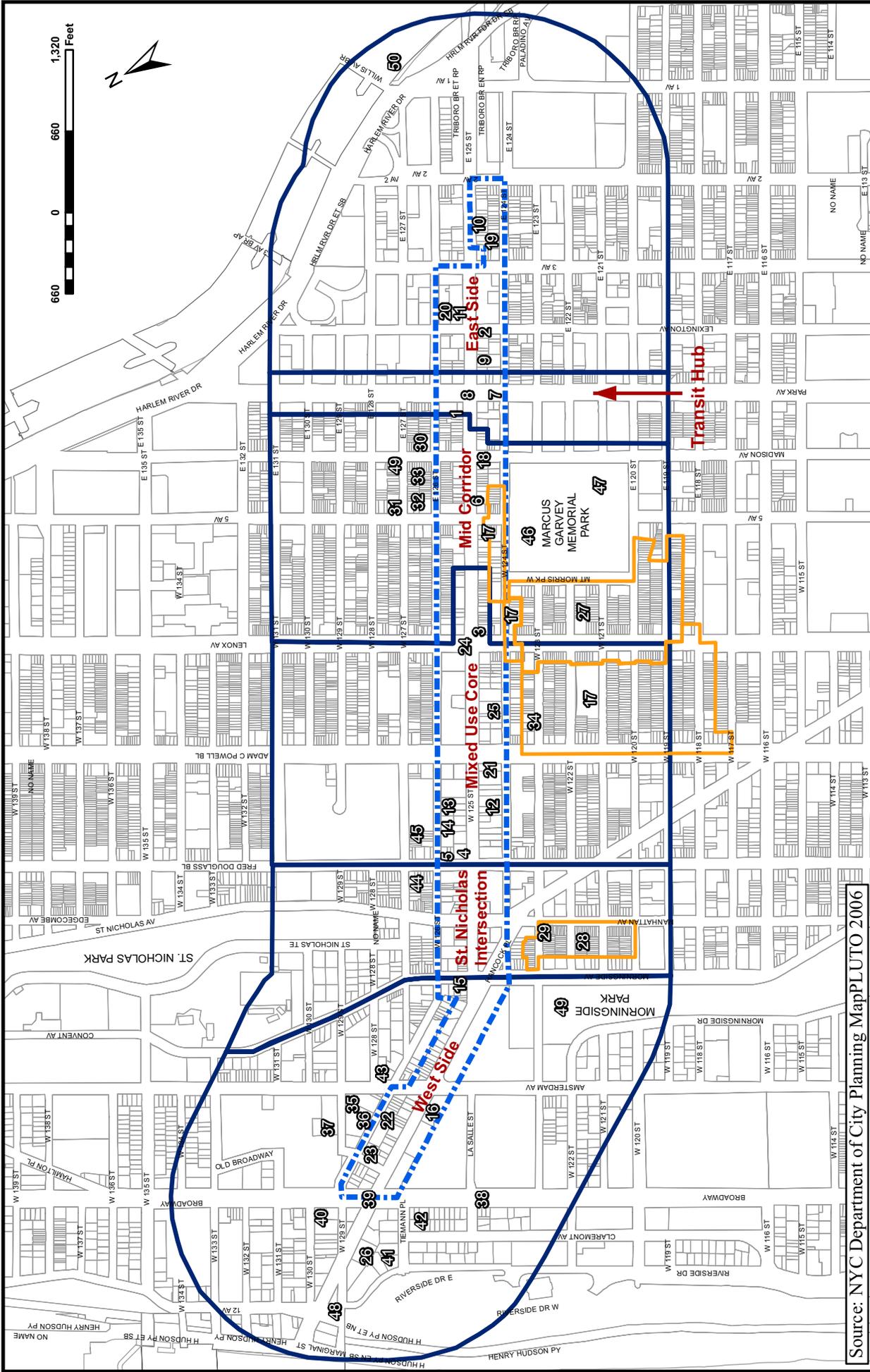


Source: NYC Department of City Planning MapPLUTO_2006

Figure 3.7-10 - Locations of Visual Resources
125th Street Corridor Rezoning and Related Actions EIS
 NYC Department of City Planning

Legend

	Primary Study Area		Projected		Visual Resources
	Secondary Study Area		Potential		Historic Districts



Source: NYC Department of City Planning MapPLUTO 2006

Legend

-  Primary Study Area
-  Urban Design Subareas
-  Historic Districts
-  Visual Resources

Figure 3.7-11 - Visual Resources within the Urban Design Subareas

Figure 3.7-12
Visual Resources



(1) Mount Morris Bank (Corn Exchange Building)



(9) Engine Co. 36 (Firehouse)

Visual Resources



(14) Apollo Theatre



(17) Mount Morris Park Historic District Extension



(21) Hotel Theresa

Visual Resources



(23) Old Broadway Synagogue



(27) Mount Morris Park Historic District



(27) Mount Morris Park Historic District

Visual Resources



(28) Manhattan Ave. W. 120th-123rd Sts.
Historic District



(28) Manhattan Ave. W. 120th-123rd Sts.
Historic District



(29) 553 Manhattan Ave.

Visual Resources



(31) St. Andrew's Episcopal Church



(33) Langston Hughes House

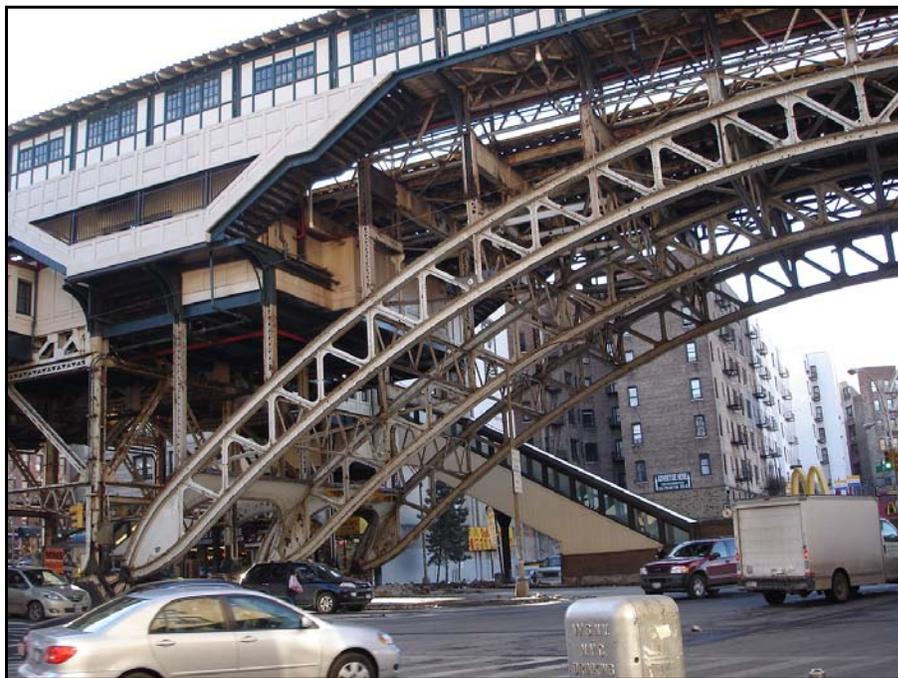


(34) St. Paul's German Evangelical Lutheran Church

Visual Resources



(38) IRT Broadway Line Viaduct North

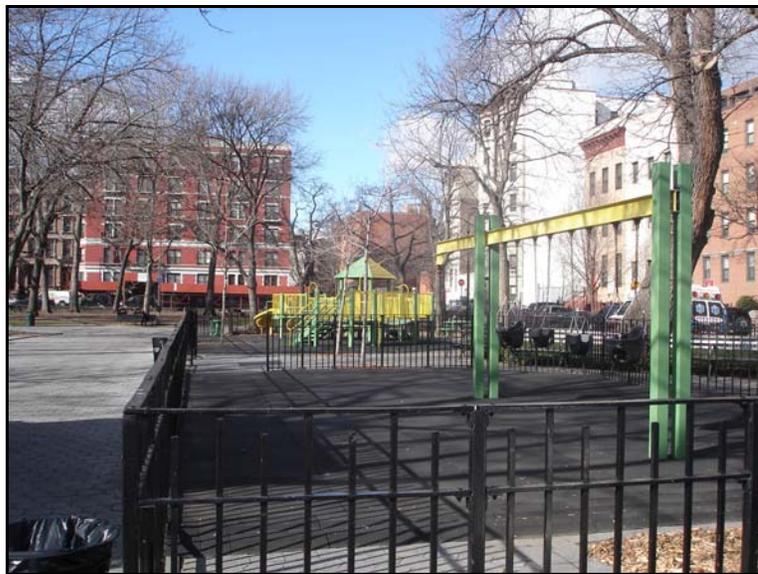


(39) IRT Broadway Subway Station

Visual Resources



(46) Marcus Garvey Park

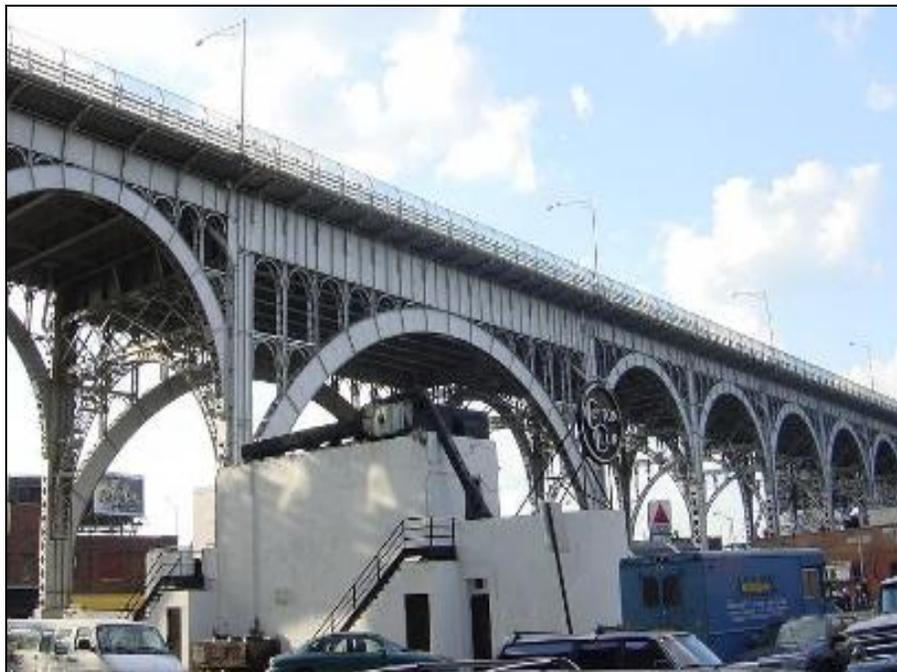


(46) Marcus Garvey Park

Visual Resources



(47) Mount Morris Park Fire Watchtower



(48) Riverside Drive Viaduct

Visual Resources



(49) Morningside Park



(50) View to the Harlem River

FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, it is anticipated that the zoning regulations in the rezoning area that exist presently would remain in place. As discussed in Chapter 3.1, “Land Use, Zoning and Public Policy,” DCP has identified likely new development on the projected development sites within the rezoning area that would be expected to be completed in the future without the proposed action. In addition, some development as a result of a proposed rezoning in Manhattanville by Columbia University is expected to be in place, together with the East 125th Street Project, a major, commercially oriented redevelopment adjacent to the eastern end of the rezoning area proposed by the New York City Economic Development Corporation. Other, smaller infill projects are being undertaken by city agencies and private developers in the area of the proposed action, but these largely involve conversions or rehabilitations of existing buildings that would not result in any substantial change in urban design conditions or views of visual resources in the future without the proposed action in the study area. As discussed in this section, the two major redevelopment projects are at either end of the rezoning area, and development is anticipated on some of the 26 projected development sites included in the Reasonable Worst Case Development (RWCDs) prepared by DCP.

Urban Design – Primary Study Area

The primary study area is the proposed 24-block rezoning area, generally bounded by 124th Street, 126th Street, Broadway and Second Avenue. In the future without the proposed action, it is expected that the current general development patterns within the rezoning study area would continue. These trends are characterized by limited, discrete redevelopment, in accordance with existing zoning. New housing development has not occurred within the primary study area, although there is substantial housing development outside the primary study area and individual redevelopment of existing housing stock within and immediately adjacent to the primary study area. A significant portion of this recent housing development has been undertaken in conjunction with the Department of Housing Preservation and Development (HPD) resulting in the creation of affordable and market rate housing developments in contextually sensitive buildings.

For analysis of urban design and visual resources in the future without the proposed action, only those sites that would accommodate new above-ground construction are analyzed.

Based on currently available information, there are six known developments located within the primary study area which are expected to be developed independent of the proposed action. These developments are expected to be in place by 2017. None of these developments are located on projected or potential development sites. Together, they have a total of 28,986 sf of retail floor area; 21,696 sf of commercial office floor area; a 127,500 sf hotel; 129,992 sf of community facility space and 147 parking spaces. These developments are discussed below and are summarized in Table 3.7-2; their location is shown of Figure 3.7-13.

Table 3.7-2: Known Developments in the Future without the Proposed Action

Known Dev't	Block / Lot	DUs	Retail FA	Office / Comm. FA	Hotel FA	Commun. Fac. FA	Inst. Conv. FA	Prkg Spaces
A	1931 / 6	0	16,986	4,996	0	9,992	0	0
B	1931 / 17	0	10,000	0	127,500	120,000	0	147
C	1930 / 44	0	0	0	0	0	148,355	0
D	1723 / 9	0	2,000	16,700	0	0	0	0
E	1773 / 62	0	0	0	0	0	8,500	0
F	1789 / 39	0	0	0	0	0	27,776	0
Total		0	28,986	21,696	127,500	129,992	184,631	147

- Site A is currently a vacant lot. This site is expected to be developed to include a new community facility, as well as two levels of retail space and approximately 5,000 sf of new office space.
- Site B is the location of the former Victoria Theater. It is anticipated this site would be redeveloped to include retail and hotel space as well as a new community facility with a cultural use. As of December 2006, proposals from various developers have been submitted responding to an RFP release by the Empire State Development Corporation. The proposals have been narrowed down to a short list but a final selection has not been announced.
- Site C is comprised by the Blumstein's Department Store building. The building's ground floor is currently in use as retail space with the upper floors vacant. The entire existing building is expected to be converted to an education-related community facility.
- Site D currently includes a 5-story vacant building. A new commercial development including ground-floor retail and office uses is expected to be developed at this site.
- Site E currently includes the building of the former Engine Co. 36 Fire Station (visual resource #4). The building is a New York City Landmark and is currently vacant. This known development is expected to convert the existing building to an education-related community facility.
- Site F is comprised by the Edward C Bailey Warehouse building. This known development is expected to convert the existing building to a community facility.

All of these developments would be undertaken in conformity with existing zoning, which for sites A-C is C4-7, and for sites D-F is C4-4. Sites A through D are in the Mixed-Use Core subarea. For Site A, it would be expected that the ground floor would be used for the retail component. Site B is the Victoria Theater, where the community facility use is expected to be of a cultural nature. The footprint and streetwalls of the existing building would not be expected to change, but depending on the program proposed by the selected developer, the addition of a tower above the existing building could be expected. Site C is expected to convert to convert the

entire building to a community facility use keeping the building bulk intact as well as the existing building’s streetwall. Site D would be expected to develop ground floor retail use, which would be in keeping with the existing adjacent development, and would be expected to be built to the lot line and reinforce the streetwall. For Sites E-F, the lots are small and their expected conversions would provide new activity within their blocks, and in the case of Site E, would require the approval of the New York City Landmarks Preservation Commission.

Therefore, for these no-action condition developments, only one would result in new construction, while the others would result in the restoration of a landmark theater, and the remaining four would convert extant structures to new uses. By increasing opportunities to add to street life through the addition of new destinations, especially in the case of the Victoria Theater, these would be beneficial to the urban sense of Harlem’s Main Street.

In addition to the known developments described above, DCP has identified 26 projected development sites within the rezoning study area. As identified in the RWCDs, in the future without the proposed action, as-of-right development totaling 304 dwelling units (DUs), 364,159 sf of retail, 413,782 sf of office space, 8,512 sf of hotel space, 162,053 sf of community facility space, 20,586 sf of institutional conversions, 4,504 sf of utility space and a total of 208 parking spaces would be expected to occur on 14 of these sites. These 14 sites are listed in Table 3.7-3; their locations are shown on Figure 3.7-13, Known, Projected and Potential Development Sites in the Future without the proposed action. These projected developments are possible under the current zoning regulations and are in no way dependent upon the proposed action.

Table 3.7-3: Projected Developments in the Future without the Proposed Action

Projected Site #	Block / Lot	DUs	Retail FA	Office FA	Hotel FA	Com. Fac. FA	Inst. Conv. FA	Utility FA	Prkg Spaces
4	1951 / 51	0	10,858	10,858	0	0	0	0	0
5	1951 / 43	32	7,636	0	0	0	0	0	0
7	1930 / 55	0	10,540	0	0	0	0	0	0
11	1909 / 59, 63	0	17,614	5,046	0	0	0	0	0
13	1909 / 26, 27, 28, 29, 30, 31, 32, 33, 38, 39, 129	0	90,828	0	0	0	0	0	0
15	1723 / 31, 45, 144	73	21,719	0	0	78,189	0	0	37
17	1722 / 58, 59, 60, 61, 62	29	10,722	0	0	0	0	0	0
18	1750 / 28, 29, 30, 44	39	7,473	0	0	28,094	0	0	20
19	1750 / 34, 40	0	0	0	0	0	20,586	0	45
20	1749 / 48, 49	18	4,289	0	0	0	0	0	9
21	1749 / 24, 31, 33, 35, 40, 43	0	108,843	372,287	0	55,770	0	0	0
22	1774 / 17, 56	0	52,680	25,591	0	0	0	0	0
23	1773 / 1, 4, 67, 69, 72	20	11,643	0	8,512	0	0	4,504	45
26	1789 / 16, 18, 19, 20, 21, 22, 23, 24, 25, 121	93	9,314	0	0	0	0	0	52
Total		304	364,159	413,782	8,512	162,053	20,586	4,504	208

For all sites with potential retail program, it is expected that this would be the ground floor occupancy or the ground floor plus the first floor. On projected site 21, the program projected in the no-action condition for the site of the existing New York College of Podiatric Medicine

comprises 55 percent of the expected total potential no-action development program. This projected development site would create a large, transit oriented mixed use development with commercial office occupancy, retail space and continuing community facility use. The projected site FAR would be approximately 10.0. Even though under existing zoning there would be no requirements for streetwalls and the building would not be subject to height limitation, preliminary plans for the development have suggested the use of streetwalls on the three sides of the building facing 124th and 125th streets and Park Avenue, while the total height of the building is expected to be similar to the maximum height proposed for this zoning district under the proposed action. The second largest potential development, projected site 13 (now a vacant lot) would be a full retail program of 90,828_gsf, with an effective site FAR of 3.0. Building bulk, uses and types would be altered, but would be in conformity with the existing zoning.

No changes are expected to occur on the remaining projected development sites (sites 1-3, 6, 8-10, 12, 14, 16, 24-25) in the future without the proposed action.

The 125th Street corridor is primarily zoned with medium and high-density commercial districts. The development that that would occur in the future without the proposed action would not be part of an overall zoning strategy that seeks to create incentives for new mixed-use development and to balance new building form with the built scale and character of the area. In the future without the proposed action there would be limited new residential development that would have a limited effect in enlivening the streetscape of 125th Street particularly during the evening time. The majority of the rezoning study area current zoning regulations would continue to allow tower-in-the-park development that is inconsistent with the surrounding context of street wall buildings and not compatible with the existing neighborhood character.

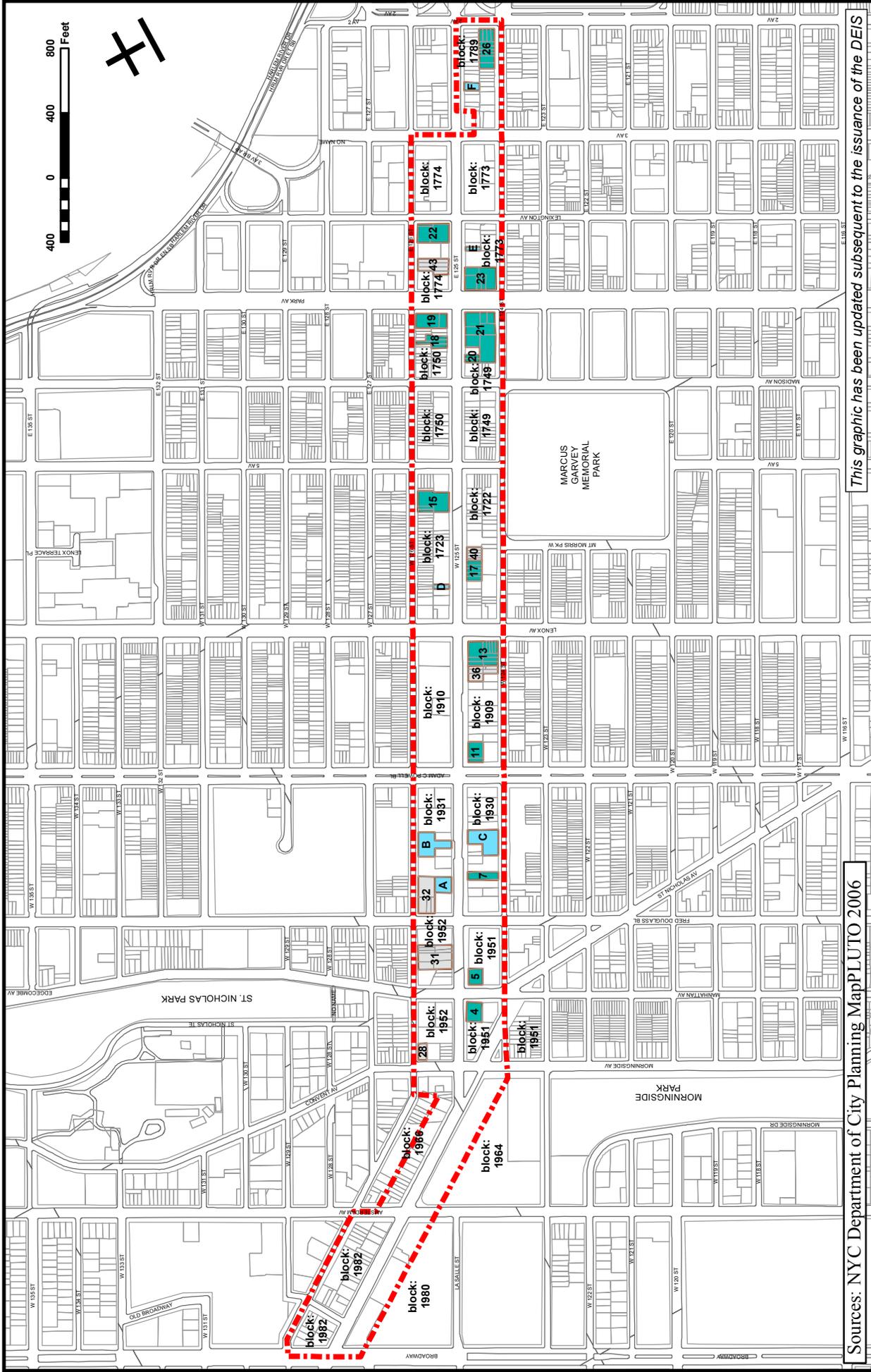
The following conditions are expected on the projected development sites (primary study area) in the future without the proposed action:

East Side Subarea

- Site 22: This site is comprised of two lots on Block 1774, and houses the Gateway Plaza building. In the future without the proposed action, the existing retail and office uses on Lot 17 would be expanded. The FAR for this site would be 3.44 with the expansion.
- Site 26: This site is comprised of ten lots on Block 1789. In the future without the proposed action, Lots 23 and 24 would remain in their existing condition. The remaining eight lots, which are currently vacant, would be developed with 87 new dwelling units. Lots 22, 25 and 121 would also include over 5,000 sf of ground floor retail. The 93,014 sf building would have an FAR of 3.87.

Transit Hub Subarea

- Site 19: This site is comprised of two lots on Block 1750. In the future without the proposed action, only Lot 34, the Corn Exchange Building, a designated New York City and National Register Landmark, would be converted to an education-related community facility. There would be no change in FAR expected, and the proposed conversion would require approval



Legend

- Development Sites
 - Known
 - Projected
 - Potential
- Primary Study Area

Figure 3.7-13 - Known, Projected and Potential Development Sites in the Future without the Proposed Action

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

by the NYCLPC.

- Site 21: This site is comprised of six lots on Block 1749. One of these, Lot 24, houses a school (The New York College of Podiatric Medicine). The remaining five lots are currently vacant but used for parking. These would be developed with approximately 480,000 sf of retail and office uses, including 118,320 sf of development rights transferred from Lot 24. The effective FAR on this site would be 10.0, including the existing school. All lots lie within a C4-7 zoning district.
- Site 23: This site is comprised of five lots on Block 1773. In the future without the proposed action, Lots 4 and 72 would be developed with a total of 20 new dwelling units and over 11,000 sf of retail. New building space of approximately 38,155 sf would be created, and with the existing community facility, the buildings would have a total FAR of 2.0. No setbacks or bulk controls would apply.

Mid Corridor Subarea

- Site 15: This development site is currently vacant and would be redeveloped with 73 dwelling units and 78,189 sf of community facilities. Approximately 21,000 sf of retail would occupy the ground floor. New bulk would be created, and the existing FAR of 3.44 would increase to 4.0. The building would likely rise without setbacks or requirements for retail glazing, transparency, or placement of uses to encourage an active retail frontage.
- Site 18: New development including 39 dwelling units, a 28,000 sf community facility and approximately 7,000 sf of ground floor retail would occur at this site. Substantial new development would result on this site, with a building estimated at 70,667 gsf and an effective FAR of 6.5. No setback requirements or height limitations would apply, and retail would not be shaped to create an active street life.
- Site 20: This site is currently vacant. In the future without the proposed action it would be developed with 18 dwelling units and approximately 4,000 sf of ground floor retail. A building with approximately 20,489 gross square feet would be created on this small lot, with an FAR of 4.0. No setbacks, height limitations, or retail requirements would apply.

Mixed-Use Core subarea.

- Site 7: The existing vacant building on Block 1930, Lot 55 would be occupied with 10,540 sf of retail. This is part of the City-sponsored Mart 125 project. The building would not undergo a change in bulk or setbacks.
- Site 11: This site is comprised of Lots 59 and 63 on Block 1909. In the future without the

Proposed Action, only Lot 63 would change. The existing 2,523 sf of office uses would be converted to additional retail, while the 5,046 sf of space which is currently vacant would be converted to office uses. Building bulk would not be altered, but building uses would be modified.

- Site 13: This development site is currently vacant and would be redeveloped with 90,828 sf of retail. A substantial new building would be created, adding bulk and height. No requirements for glazing and transparency would be in place. No opportunity for arts-related uses would be included.

Site 17: The existing vacant buildings on this site would be occupied with 29 dwelling units and 10,722 sf of ground floor retail. No new bulk or FAR would be created, but retail uses would not be required to encourage the active retail frontage with glazing and placement of less active uses on upper floors.

St. Nicholas subarea

- Site 4: The existing building on Block 1951, Lot 51 would be renovated to include 10,858 sf of retail and 10,858 sf of office uses. No change in the building bulk or existing FAR of 1.82 would result.
- Site 5: The existing building on Block 1951, Lot 43 would be renovated to include 32 new dwelling units and 7,636 sf of new retail space. No change in the building bulk or FAR would result.

West Side Subarea

There are no no-action developments projected in the West Side primary study area.

Urban Design – Secondary Study Area

In the future without the proposed action, development projects expected to proceed independently of the proposed action would include site-specific improvements in the urban design, visual quality and streetscape of the secondary study area. In particular, the Manhattanville rezoning proposal of Columbia University and the East 125th Street Development Project to be undertaken by the New York City Economic Development Corporation would result in substantial changes to the urban form at the east and west edges of the proposed rezoning area. Throughout the rest of the secondary study area overall existing conditions are expected to remain essentially unchanged given the modest number and distribution of the remaining expected developments throughout the area.

In addition to anticipated development in the rezoning area, absent the proposed action, other actions and development projects are expected to be in place within the secondary study area by 2017. These developments are listed in Table 3.7-5 and are illustrated on Figure 3.7-14.

In the future without the proposed action, of the six development projects identified below three of them would encompass the major land use changes expected to occur in the secondary study area by 2017: (1) development generated by the proposed Special Manhattanville Mixed Use Zoning District to the northwest of the project area, (2) the redevelopment of approximately six acres immediately to the east of the project area as part of the East 125th Street Project and (3) the redevelopment of the Washburn Wire plant site as part of the East River Plaza project, to the southeast of the rezoning area. The remaining two developments represent major new residential projects within the secondary study area.

Table 3.7-5: Study Area Developments in the Future without the Proposed Action

Map No.	Name	DUs	Retail FA	Office FA	Hotel FA	Com. Fac. FA*	Cult. Facility FA	Prkg Spaces
1	Special Manhattanville Mixed Use Zoning District*	99	184,645	54,808	0	1,209,798	0	0
2	East 125 th Street Development Project	1,000	470,000	200,000	100,000	0	30,000	0
3	East River Plaza	0	485,000	0	0	0	0	1,248
4	The Kalahari	250	40,000	0	0	0	0	0
5	Fifth on the Park	194	0	0	0	38,000	0	117
Total		1,543	1,179,645	254,808	100,000	1,247,798	30,000	1,365

Notes:

* Com. Fac. FA includes five new academic buildings in Subdistrict A of the proposed Special Manhattanville District. Below grade support uses are not included in this table.

East Side Subarea

East 125th Street Development Project

The New York City Economic Development Corporation (NYCEDC) has recently issued a Request for Proposals for developer interest for the East 125th Street Development project to be located on three parcels immediately adjacent to the proposed rezoning area. NYCEDC contemplates private redevelopment of a two largely city-owned blocks bounded by East 127th Street to the north, East 125th Street to the south and Second and Third Avenues. The third parcel contained within this rezoning area is the corner lot located at the southeast corner of East 125th Street and Third Avenue.

The East 125th Street Development Project is expected to be a dynamic retail, residential, entertainment and media destination for upper Manhattan. NYCEDC’s proposed redevelopment scenario for the project totals approximately 1.7 million gross square feet of new development, including approximately one million square feet of low, moderate, and middle income dwellings; retail and entertainment use of approximately 470,000 sf; up to 300,000 sf of media/office use, and cultural use of 30,000 sf. The proposed development program also includes over 12,000 sf of publicly accessible open space, and a potential hotel of 10,000 sf. In order to accommodate this program, an existing MTA bus parking area would be relocated to a below-grade garage, to be constructed as part of the action.

No developer has been selected, nor are plans available to present the proposed urban design concept. However, in the Request for Proposals, NYCEDC outlined urban design guidelines and regulations that establish building heights, streetwall heights, slab widths, building setbacks above the streetwall, and to direct uses, especially along 125th Street and Third Avenue, it is required that the entire length of the zoning lot frontage on the ground floor (with the exception of the space used by entrances to building lobbies) be occupied by retail, entertainment or other active uses. The overall density of the development through out the three parcels would be of approximately 7.2 FAR. These set of guidelines are consistent with the bulk and use regulations proposed for the adjacent rezoning area as part of the proposed action.

Building heights of 210 feet would be allowed along Second and Third Avenues, to differing lot depths. Minimum streetwall heights on the north and south sides of 125 and 126th Streets and on the south side of 127th Street are set at 60 feet, to a maximum of 85 feet. Above streetwalls, there must be a 10 foot setback on wide streets (e.g., 125th Street, Second and Third Avenues) and at least 15 feet on narrow streets (126th and 127th Streets). For Parcel C, on the south side of 125th Street, the maximum building height would be limited to 120 feet.

East River Plaza

This development will provide approximately 485,000 gsf of new commercial development and 1,248 parking spaces on the site of the former Washburn Wire plant on East 116th Street at the Harlem River Drive. According to the development's website¹, the anchor tenants will be Home Depot and Target. East River Plaza is expected to open in summer 2008.

Transit Hub Subarea

There are no other no-build projects located within the Transit Hub subarea.

Mid Corridor Subarea

Fifth on the Park

The 194-unit residential development is located on Fifth Avenue between East 119th and East 120th Streets. The building is currently under construction with an anticipated completion in 2008. The 26 residential stories will sit atop a 4-level, 1,800-seat church, the Bethel Gospel Assembly (the previous owner of the land)². The building includes approximately 50,600 gsf of affordable rental apartments, 247,000 gsf of market rate condominiums, and a 117-space subterranean parking garage.

Mixed-Use Core Subarea

There are no developments within the Mixed Use Core secondary study area in the no-action condition.

¹ www.eastriverplaza.com

² http://www.cityrealty.com/new_developments/news.cr?noteid=16841

West Side Subarea

Special Manhattanville Mixed Use Zoning District

The proposed Special Manhattanville Mixed Use Zoning District would provide Columbia University with a framework to shape the future development of its academic buildings, student housing and other support facilities. The proposed district is generally bounded by 125th and 135th Streets and Broadway and Twelfth Avenue. The Manhattanville EIS analyzes the future condition for two analysis years, 2015 and 2030. As the analysis year for the 125th Street Corridor Rezoning EIS is 2017, this section will discuss the Manhattanville developments which are reasonably expected to be in place by 2015.

The Manhattanville Mixed Use rezoning divides the district into four subdistricts: Subdistrict A (Academic Mixed Use), Subdistrict B, Subdistrict C and other areas. The reasonable worst case development scenario studied in the Manhattanville EIS assumes that by 2015, there would be approximately 1.5 million gsf of new development in the Manhattanville project area within Subdistrict A. Subdistrict A is immediately adjacent to the 125th Street Corridor Rezoning and Related Actions rezoning area, and is bounded in part by West 131st Street to the north, West 125th Street to the south, Broadway to the east and Riverside Drive/Twelfth Avenue to the west. The ~~DEIS~~ FEIS for the proposed Manhattanville rezoning assumes development of five buildings within Subdistrict A - one for academic research, three for academic instruction and one for mixed use building containing academic space and housing graduate students and faculty. A new open space would be located on West 129th Street, as well as a new landscaped midblock area through the midblock between West 130th and West 131st Streets to connect this portion of the new university area to existing adjacent administrative functions. Subdistrict A would also include approximately 300,000 gsf of below grade support uses such as energy plants, utility access/service, loading areas and storage. Due to some physical limitations, Subdistrict B would include approximately 180,000 gsf one- to two-story retail and commercial developments. There are no projected development sites in Subdistrict C. The other areas would be redeveloped with roughly 88,000 gsf of residential uses (99 units) and a new 60,000 gsf community facility. The Reasonable Worst Case Development Scenario anticipates approximately ~~4.7~~ 1.8 million gsf of new development would be completed by 2015, which includes below-grade construction.

The buildings to be constructed in Subdistrict A, by 2015, include buildings expected to range in height from 140 feet to 230 feet. These buildings would be located along the west side of Broadway and the elevated Broadway Train Viaduct, from 124th Street to West 131st Street. According to the bulk diagrams prepared for the Manhattanville Rezoning EIS, these would be bulky buildings, with FARs between 6.0 and 6.5 depending on use. The bulk envelopes are created to show the potential transfer of development rights allowed through the proposed Special Zoning District text, but there would be a limit established on the amount of FAR permitted overall in Subdistrict A. The transfers would be made from the three open spaces delineated in the proposed Special Zoning District upon certification by the Chair of the City Planning Commission that the open space will be built to the specifications in the zoning. No setbacks appear to be required within the Special Zoning District.

There would be a residential building located near the corner of West 131st Street and Twelfth Avenue, setback from the avenue by a band of open space. Like the academic buildings, the residential tower bulk diagram contemplates upper stories overhanging a slightly smaller base, creating an at-grade arcade in some areas, and a broad base with building stories shifted to be located along West 131st Street. The maximum building height would be 175 feet. The remaining buildings would be academic buildings located between West 130th Street and West 125th Street. These would vary in height from 130 feet to 190 feet, and like the other buildings in Subdistrict A, no setbacks are envisioned. Active ground-floor uses, such as retail, galleries, performance spaces, and other space for community services, would be located along West 125th Street, Broadway, and Twelfth Avenue, as required by the proposed Special Manhattanville Mixed Use Zoning District.

The Manhattanville Special Zoning District would also have design controls in Subdistrict A to ensure the quality of privately owned, publicly accessible open spaces: mandatory widened sidewalks, new open spaces and a plaza, and midblock open areas. These open areas would include a large through-block central space of approximately 40,000 sf (the Square), located between West 130th and West 131st Streets. An additional 45,000 sf of open space would be provided, including a smaller plaza (the Small Square), on the block between Broadway, Twelfth Avenue, and West 129th and West 130th Streets; at the western tip of the triangular-shaped block formed by the intersections of Broadway, West 125th Street, and West 129th Street (the Grove); and in open areas through the midblocks. These midblock open areas would be a minimum of 50 feet wide at-grade oriented north–south between West 125th/West 129th Streets and West 133rd Street, and a minimum of 60 feet oriented east–west between Broadway and Old Broadway. Five-foot mandatory widened sidewalks would be required on the east–west streets, except on the north side of West 131st Street and on the south side of West 132nd Street. The mandatory widened sidewalks along the east side of Twelfth Avenue would be 30 feet with a 15-foot-wide zone for the provision of an open market and an adjacent 15-foot-wide clear path. Within the 15-foot open market zone, the zoning would also require permanent, fixed elements, such as landscaping and seating, with a minimum coverage of 5 percent of the market area. Enclosed parking at or above grade would be permitted on the side streets throughout Subdistrict A except along the south side of West 130th and West 129th Streets; the parking would be set at a minimum of 10 feet back from the building line to avoid visibility from the street.

These building uses and types would be substantially different from those which currently exist within the Manhattanville project area, although Columbia University already has activities within the project area. The extension of the campus through Subdistrict A would create different building types than exist in the adjacent West Side subarea of the primary study area of the 125th Street Corridor Rezoning and Related Actions Rezoning Area, but the introduction of new academic buildings and new academic research buildings would not be at odds with the adjacent low-rise, mixed use residential and commercial, and public housing developments. The buildings would be substantially taller than those in the adjacent West Side subarea of the rezoning area, and would appear bulkier because of their larger floor plates. In addition, the elevated Broadway line subway creates a significant barrier between the two areas, and while there is a visual connection at street level, the replacement of existing uses on the Manhattanville project site would not create an unattractive or adverse urban design condition. With respect to other characteristics of urban design, the proposed Manhattanville Subdistrict A would not result

in changes to block form or streetscape elements. Specific streetscape improvements and ground floor uses have been identified to enliven the streetscape and thus, the streetscape conditions on the Manhattanville site would be expected to be improved, with the replacement of underutilized low-rise industrial buildings with active academic buildings, research and residential buildings.

With respect to street pattern and street hierarchy, the proposed Manhattanville project would propose limited changes to certain street segments as traffic improvement measures. Changes to street pattern would result in the secondary study area as a result of the Columbia University Manhattanville rezoning, where certain street segments would be altered directionally as traffic improvement measures. These changes would occur fully within the secondary study area, and would include: changing West 125th Street between Twelfth Avenue and Marginal Street from a two-way to a one-way westbound street; changing West 131st Street between Broadway and Twelfth Avenue a one-way westbound street; changing West 132nd Street between Broadway and Marginal Street to one-way eastbound, and changing West 133rd Street between Broadway and Twelfth Avenue to one-way westbound. These limited changes would not affect the urban design of the secondary study area so much as would the new building bulks and uses proposed for the Columbia University-Manhattanville development itself. In a related change, on the edge between the 125th Street Corridor primary and secondary study areas, West 129th Street would not have its directionality altered, but between Broadway and West 125th Street, it would be narrowed. None of these changes would alter the role of the affected street segment within the street hierarchy of the secondary study area.

Although Columbia University proposes to acquire the street beds beneath West 130th Street to West 133rd Street between Broadway and Twelfth Avenue for the purpose of creating a below-grade continuous utility and building support network, there would be no other alterations or demapping of the street grid. Other changes of block form, arrangement, natural features, or topography are not anticipated within the secondary study area in the future without the proposed action.

VISUAL RESOURCES

In the future without the proposed action, existing views of visual resources are not expected to undergo substantial change.

Primary Study Area

The development anticipated to occur in the primary study area in the future without the proposed action is not expected to have substantial effects on views of significant visual resources. Individual developments in the future without the proposed action would create site-specific improvements but would not change overall views of the available visual resources to the rezoning study area. Within the 125th Street corridor, views of certain landmark buildings, notably the Corn Exchange and Engine Co. 36 (Resources #1 and #9, respectively) would be improved through their restoration, but intervening development near these sites would not

significantly alter the short views that are available to these resources from within the primary study area, along 125th Street.

Secondary Study Area

The study area developments would not be anticipated to have substantial effects on views of visual resources. Although the Manhattanville project would alter development surrounding West 125th Street, the corridor itself and views to the Riverside Drive Viaduct (visual resource #48) or the arched elevated Broadway Line Station and Viaduct (#38 and #39) would not be significantly altered. To the east, the East 125th Street Development would not change corridors or views to the Harlem River (#50). No other views of the visual resources listed in Table 3.7-1 would be significantly affected in the future without the proposed action.

3.7.3 FUTURE WITH THE PROPOSED ACTION

In the future with the proposed action, as described in Chapter 2.0, “Project Description,” the 125th Street Corridor Rezoning and Related Actions would serve to enhance the 125th Street corridor through a balanced strategy which provides new opportunities to catalyze future mixed-use commercial and residential development, including affordable housing, while protecting the scale and character of predominately residential portions of the corridor with a strong built context.

The proposed Special 125th Street District boundaries coincide with the rezoning area boundaries, which is generally bounded by 124th and 126th Streets, Broadway and Second Avenue. The proposed rezoning area is currently zoned R7-2, C4-4, C4-4A, C4-5, C4-7, and M1-2. The rezoning proposal would create a new special district, the Special 125th Street District and change the area’s underlying zoning to R6A, R7-2, R7A, C4-4A, C4-4D, C6-3, and C4-7, as modified by the proposed special district. The proposed changes are part of a comprehensive City initiative to support the ongoing revitalization of 125th Street, Harlem’s Main Street.

In the future with the proposed action 26 projected development sites have been identified in the RWCDS prepared by DCP. Development on these projected sites would be expected to be complete by 2017 producing a total of approximately 2,632 residential DUs, including 498 affordable residential DUs; 843,923 sf of retail floor area; 948,319 sf of office floor area; 20,184 sf of hotel floor area; 71,508 sf of community facility floor area; 20,586 of institutional (converted) floor area; and 1,998 sf of parking/auto floor area. Compared to the No-Action condition, the proposed action is expected to generate a net change in uses of approximately 2,328 DUs; 208,586 sf of retail floor area, 436,015 sf of office floor area; 11,672 sf of hotel floor area; -110,985 sf of community facility floor area; -26,824 sf of manufacturing floor area; and -110,406 sf of parking/auto floor area.

The RWCDS also identified ~~23~~ 22 potential development sites. These development sites are considered to be less likely to be developed within the foreseeable future. However, the analysis

discussed in this chapter recognizes that a number of potential development sites could be developed under the proposed action instead of projected ones, and therefore potential sites are addressed in this chapter for site-specific effects. Figure 3.7-15 illustrates the location of the projected and potential development sites.

URBAN DESIGN

There would be significant and positive changes to the urban design of the 125th Street rezoning area in the 2017 future with the proposed action. The new residential and commercial development allowed by the proposed rezoning and the Special 125th Street District would replace many of the area’s underutilized lots with new buildings with a coherent building form. The commercial character of the corridor would be expanded and enhanced through ground floor active uses that would include retail and second and third story commercial uses that could include additional retail as well as and arts and entertainment uses. The new uses would provide essential services to the corridor’s existing and new residents and would enhance the corridor’s streetscape, reinforcing 125th Street’s role and vitality as Harlem’s Main Street. Table 3.7-6 summarizes the increment of proposed development and types that would be expected in the with-action condition.

Table 3.7-6 Summary of Projected Development Increment

	2017 No-Action	2017 With-Action	Increment
DUs	304	2,632 (incl. 498 affordable units)	2,328
Retail FA	635,337	843,923	208,586
Office FA	512,305	948,319	436,015
Hotel FA	8,512	20,184	11,672
Community Facility / Institutional FA	182,493*	71,508*	- 110,985
Storage / Manufacturing FA	26,824	0	- 26,824
Parking / Auto FA	112,404	1,998	- 110,406
Utility FA	4,504	4,504	0

- Includes 20,586 sf of institutional conversion
- Source: Department of City Planning

As shown in Table 3.7-6, the uses contemplated by the proposed action stress residential use, and also provide for a significant increase in retail floor area and office floor area. Hotel space would be more than doubled over the no-action condition. Uses that would be reduced in presence are those that are already well represented in the area (community facility and institutional floor area) and uses which do not compliment the established residential and commercial core, or the desired underpinning of 125th Street as an cultural and entertainment destination (storage, manufacturing and parking).

Table 3.7-7 presents each projected development site with its expected development program with the proposed action.

Table 3.7-7

Summary of With-Action Development Increment by Projected Development Site

Proj. Dev. Site	Proposed Zoning	Increment of Development								
		DUs	Retail FA	Office/Comm. FA	Hotel FA	Comm. Fac./Inst. FA	Stor./Mfg. FA	Parking/Auto FA	Public Parking	Total Reqr. Pkg.
1	C4-4D		-1,528	36,845						
2	C4-4D	122	17,988	-30,184				-4,000	145	41
3	C4-4D	75	10,604			0			20	22
4	C4-4D	0	-736	43,323					0	0
5	C4-4D	31	0						0	0
6	C4-7	143	21,250	-33,740					0	30
7	C6-3/C4-4D		6,616	20,184	20,184				50	0
8	C6-3/C4-4D	185	20,686	-12,707					150	73
9	C6-3	264	-34,596						150	108
10	C4-7		112,630	451,890						0
11	C6-3	89	3,830	-5,046						
12	C6-3/C4-4D	133	16,361						150	61
13	C4-4D/C6-3	200	-39,359						150	81
14	C4-7	183	7,655	-7,699			-13,274	-1,998	121	39
15	C4-4A	17	0			-78,189			150	0
16	C6-3	106	10,039	-1,261					0	0
17	C6-3	59	10,722							
18	C4-4AR6A	-5	0			-24,246			0	-3
19	C6-3	99	22,938					-13,493	0	-8
20*	C4-4A	0	0							
21*	C4-7		0	0						
22	C4-4D	140	-13,613	-25,591					167	63
23	C6-3/C4-4D	159	28,423		-8,512			-8,820	150	25
24	C4-4D	131	10,498				-13,550	-8,376	126	31
25	C4-4D	68	-400			-8,550			0	0
26	C4-4D	94	0						150	37

* Sites 20 & 21 have the same no-action and with-action program, therefore the increment of development is zero. There is no utility floor area in the increment of development; that column is therefore omitted.

The tailored urban design controls that would be part of the new special district would provide for continuity of active uses at the ground floor and for transparency to improve the relationship between pedestrians and the new buildings. The form of new developments would include buildings with regularized streetwall; the portions of the buildings above the streetwall would be setback from the street allowing the streetwalls to frame the street level on both wide and narrow streets. All new development would be subject to new height limitations that respond to the different character of the areas through out the corridor and would allow for an appropriate relationship between the buildings' massing and the existing context both along 125th Street and

along the 124th and 126th Streets as well. Regulations within the Core Subdistrict would allow for distinctive signage opportunities that would support 125th Street visual identity and would relate to the cultural heritage of Harlem.

The proposed Special District would modify existing bulk and density regulations for C4-4D, C6-3 and C4-7 districts mapped within the proposed rezoning area in order to achieve the urban design character and building forms described above. The proposed Special District would modify use requirements of the underlying zoning to ensure appropriate active uses such as retail, arts and entertainment have sufficient frontage on 125th Street at the ground floor level; it would also include building frontage and ground floor location restrictions for certain non-active uses such as banks, offices and hotels. The proposed Special District would also modify signage regulations.

Overall, the proposed action is not anticipated to affect the street hierarchy, street pattern, block form, natural features, or topography in the study area. Building arrangement is anticipated to become more homogeneous, given the opportunities to consolidate individual lots into single developments, and the requirements for sympathetic streetwall buildings, with upper stories setbacks to frame the street and the pedestrian environment.

Following is a discussion of the proposed action including those zoning requirements that would impact urban design.

Urban Design – Primary Study Area

East Side Subarea

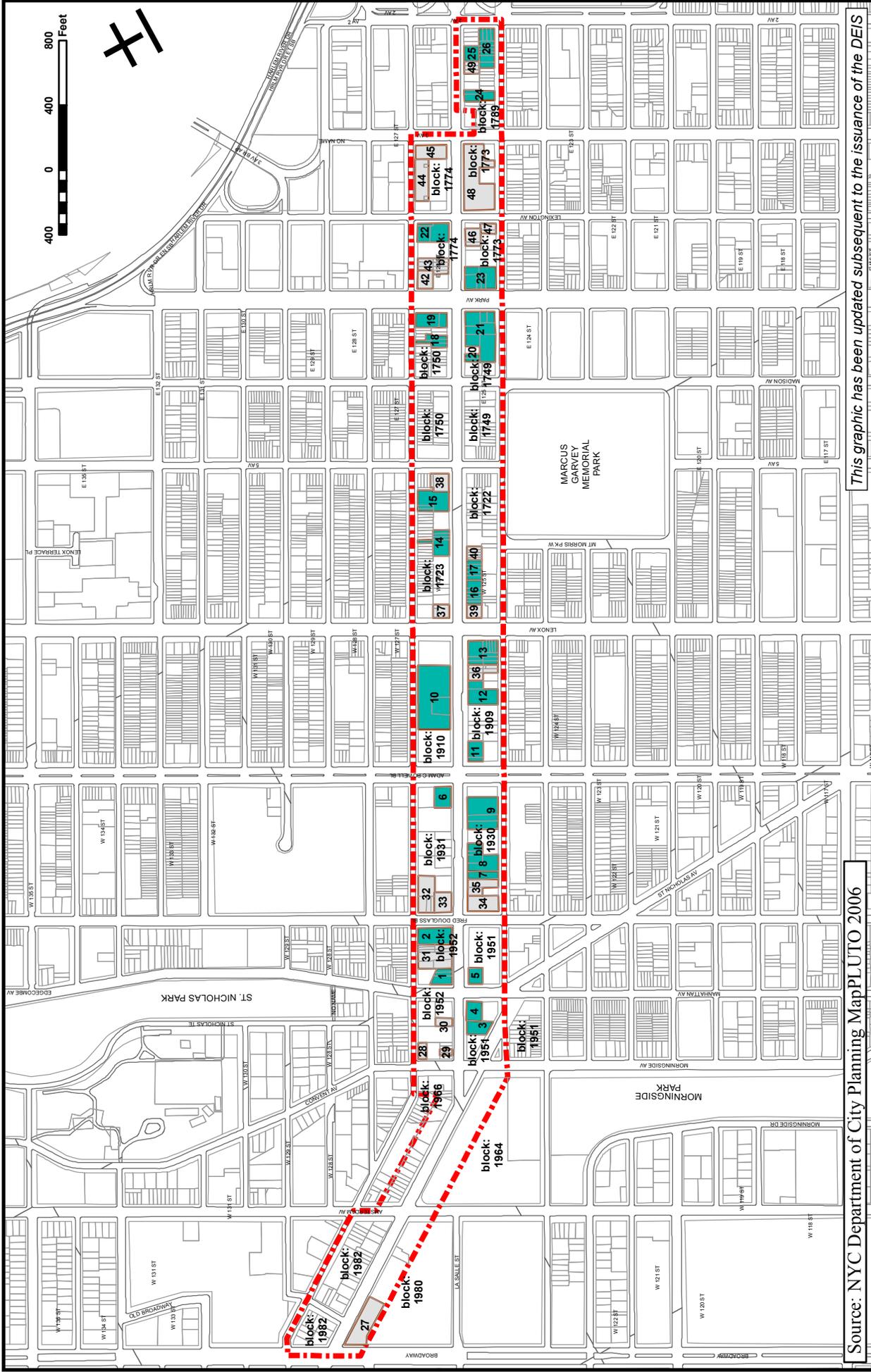
The East Side subarea would be rezoned to C4-4D. Building heights in this district would be limited to 120 feet with a required streetwall with a minimum height of 60 feet up to a maximum of 85 feet. Building setbacks at the streetwall would be 10 feet on a wide street and 15 feet on a narrow street. The maximum allowable FAR would be 7.2. See Figure 3.7-16 for the building form controls proposed for this district.

The East Side subarea includes projected development sites 22, 24, 25 and 26. With the proposed action, the zoning district for the East Side subarea would change from C4-4 to C4-4D. This district would allow a medium residential density with a base FAR of 5.4 and a bonus of 1.8 FAR for inclusionary housing, for a total residential FAR of 7.2. Commercial FAR in the C4-4D could not exceed 4.0, and a community facility in the C4-4D could have an FAR of 6.0.

The East Side subarea contains 4 projected and 7 potential developments in the future with the proposed action.

Projected Sites

- **Site 22:** Under existing conditions, new development would occur on the parking lot portion of the Gateway Plaza building, with 28,118 sf of retail, 13,309 sf of office space, and 10,000



Source: NYC Department of City Planning MapPLUTO 2006

This graphic has been updated subsequent to the issuance of the DEIS

Legend

Development Sites

- Projected
- Potential

Primary Study Area

Figure 3.7-15 - Projected and Potential Development Sites in the Future with the Proposed Action

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

sf of parking/auto space. The developable area is the rear portion of the site, which is largely the fenced, at-grade parking that faces East 126th Street. The windowless rear façade of Gateway Plaza faces East 126th Street and Lexington Avenue on this projected site. Under No-Action conditions, the site would have 52,680 sf of retail and 25,591 sf of office space, but with the proposed action, approximately 140 Dwelling Units (DUs), including 28 affordable units and 39,068 sf of retail are expected for this site, representing a reduction of retail, addition of a substantial residential component and change of use. The total building area would be 165,463 sf with an effective FAR of 7.2.

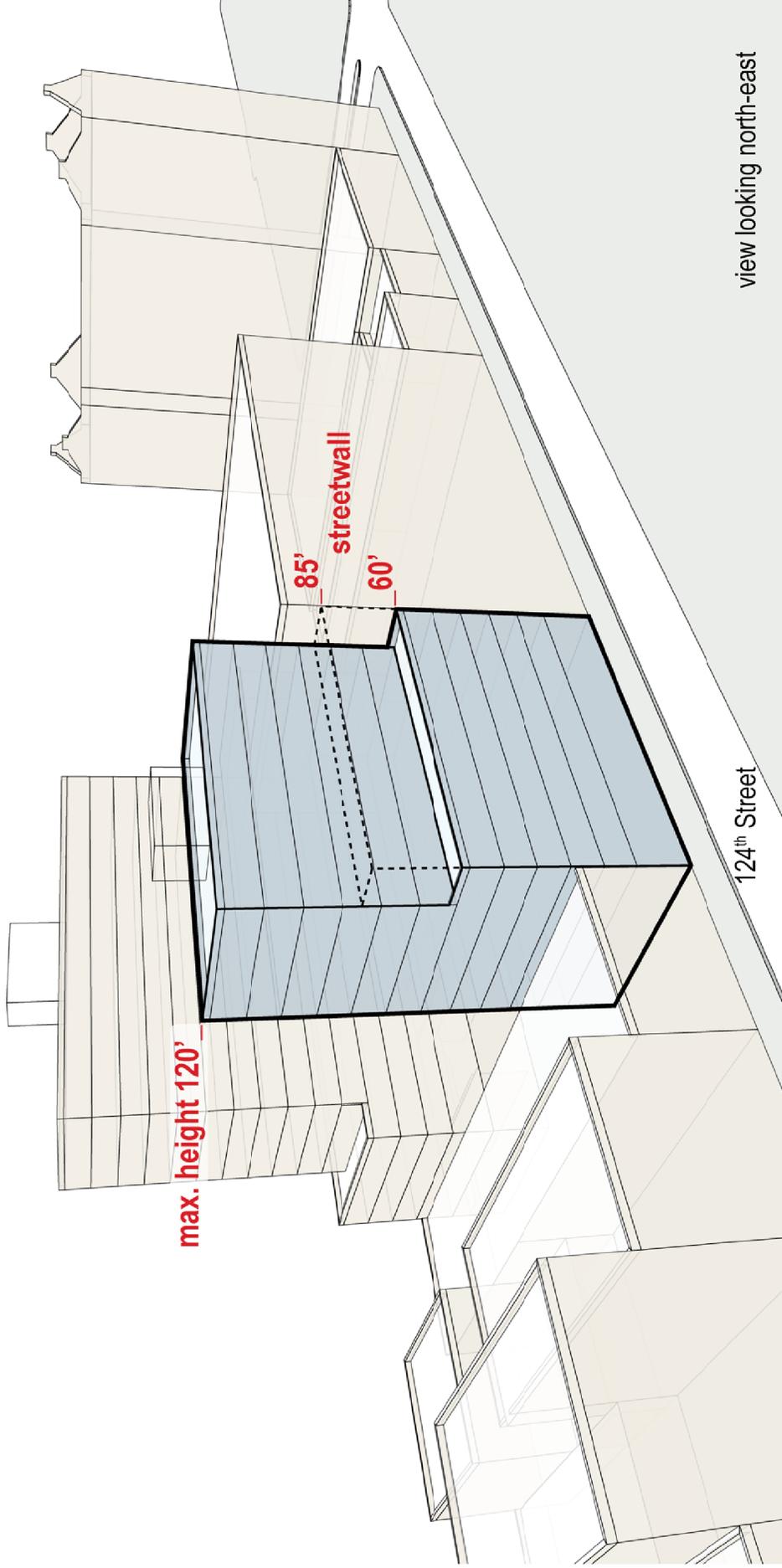
- Site 24: The site is a through-lot, with a 19th century brick building fronting on 125th Street, and enclosed at-grade storage facing 124th Street. The building has four stories and decorative lintels over the windows, and appears to be two consolidated buildings which are fully occupied with retail and storage uses. For the portion of the retail frontage that is active, signage reflects its architectural salvage trade. The remaining street level retail frontage is gated and closed. Under existing conditions, the site has 5,200 sf of retail, 13,550 sf of manufacturing/warehousing space, and 8,376 sf of parking/auto space. Under No-Action conditions, the site would have the same program. With the proposed action, approximately 131 Dwelling units (including 26 affordable units) and 15,698 sf of retail are expected for this site, for a gross building area of approximately 132,970 sf, or an effective FAR of 7.2. With the action, a fully activated retail frontage and development of the entire site would be put in place.
- Site 25: Site 25 is a two-story mixed use building, with some decorative brick work and limited retail frontage, reflecting its automotive services uses. The community facility is noted with a new awning. Under existing conditions, the site has 8,550 sf of retail and 8,550 sf of community facility space. Under No-Action conditions, the site would remain unchanged. With the proposed action, approximately 68 dwelling units (including 14 affordable units) and 8,150 sf of retail are expected for this site under With-Action conditions. The FAR would more than double, with a building of 69,034 sf and an effective FAR of 7.2 with the inclusionary housing bonus, but the building in the With-Action Condition would complete the street wall with neighboring buildings and activate the street frontage with retail and residential pedestrian traffic.
- Site 26: Under existing conditions, the site is now vacant. Under No-Action conditions, the site would have 93 DUs and 9,314 sf of retail. Approximately 187 Dwelling units (including 37 affordable units) and the same amount of retail as for the no-action condition are expected for this site under With-Action conditions, creating a building of 179,532 sf and an FAR of 7.2. The proposed action would allow this site, which is in the Special TA District, to modify the street wall requirements for those portions of the new development located directly above the proposed tunnel for the Second Avenue Subway. Such portions of the new development would be required to provide a minimum street wall with a height of at least 15 feet or one storey, in lieu of the minimum street wall required by the Special 125th Street District. Nonetheless, this would be a significant new development, completing the streetwall at Second Avenue and establishing a streetwall at East 124th Street. With the building setback requirement, the base of the building would be a rational counterpart to the existing building forms along East 124th Street.

125th Street : Zoning Proposal : **Building Form**

C4-4D DISTRICT

Urban Design Controls

max. FAR: **7.2**



Source: NYC Department of City Planning

Figure 3.7-16 - Proposed Building Form: C4-4D District

At Potential Development Sites 43 to 49, residential buildings with street-level retail, rising to a maximum of 120 feet above a streetwall between 60 and 85 feet could be developed. Potential Site 49 could be redeveloped for the same program, but is slated for acquisition by the Second Avenue Subway Project. Significant views of the Metro-North Viaduct would not be substantially affected by development of Potential Site 43.

Assessment of East Side Subarea

Building Bulk, Use, and Type: As a result of the proposed action development, the built environment of the East Side subarea would undergo substantial change and improvement. The replacement of low intensity retail uses with mixed-use buildings would strengthen the limited existing residential presence along 125th, 124th and 126th Streets. The ground level provision of retail space would enliven the street, and make a stronger pedestrian and visual connection to adjacent subareas to the west, and in future conditions, to new developments and Harlem River open spaces to the east. The form of new buildings within this subarea would complement the built form of existing loft buildings and walk-up apartment buildings. Building bulks would be significantly increased on projected development sites, but the increase in bulk would be in keeping with the existing buildings that are not projected development sites, and would create a more regularized streetwall in this subarea. It is expected that the changes of use and the regularized streetwall will improve the street-level appearance and attractiveness of the East Side subarea, and improve pedestrian conditions.

Building Arrangement: New building arrangements within the East Side subarea would be regular with respect to their placement on blocks and lots.

Block Form and Street Pattern: No changes to block form or street pattern are expected in the East Side subarea.

Streetscape Elements: The streetscape would be improved with the addition of active retail uses and the replacement of several underutilized buildings and auto-related and parking uses. New street trees would be anticipated in conjunction with new residential development under the Quality Housing program.

Street Hierarchy: There would be no changes to street hierarchy in the East Side subarea.

Natural Features and Topography: There would be no changes to any natural or topographic feature in the East Side subarea.

Transit Hub Subarea

The majority of the Transit Hub subarea would be rezoned From C4-4 and M1-2 to a C6-3 zoning district and regulations for the existing C4-7 zoning district would be modified through the proposed special district. The highest residential densities allowed under the proposed action would be permitted in these districts and this subarea, flanking the Metro-North Viaduct. The C6-3 District would allow a base FAR of 6.0, and an Inclusionary Housing bonus of 2.0, for a

maximum FAR of 8.0. Commercial and community facility FARs would both be limited to 6.0.

For the C6-3 district, building heights would be limited to 160 feet, with a required streetwall with a minimum height of 60 feet up to a maximum of 85 feet. The required setback on both wide and narrow streets would be 15 feet. For this district, a maximum slab width of 150 feet would be established, to be applied above the maximum 85 foot streetwall. The maximum allowable FAR would be 8.0. See Figure 3.7-17 for the building form and special urban design controls contemplated for this district. Given the particular built conditions presented by the Metro-North elevated railroad viaduct and in order to provide for improved conditions for pedestrians at street level, buildings fronting Park Avenue and the elevated structure would be setback from the Park Avenue streetline 10 feet regardless of the street wall requirements otherwise established. See Figure 3.7-17 for the building form and special urban design controls developed for this district

For the C4-7 district, building heights in the Special District would be limited to a maximum of 290 feet; no height limitations exist in the C4-7 under existing conditions. The 60 foot streetwall requirement would be established, up to a maximum of 85 feet. Like the C6-3 district's setbacks of 15 feet would be required on both wide and narrow streets. See Figure 3.7-18.

The Transit Hub subarea contains three projected development sites and one potential development site that could be developed in the future with the proposed action by the 2017 analysis year.

Projected Sites

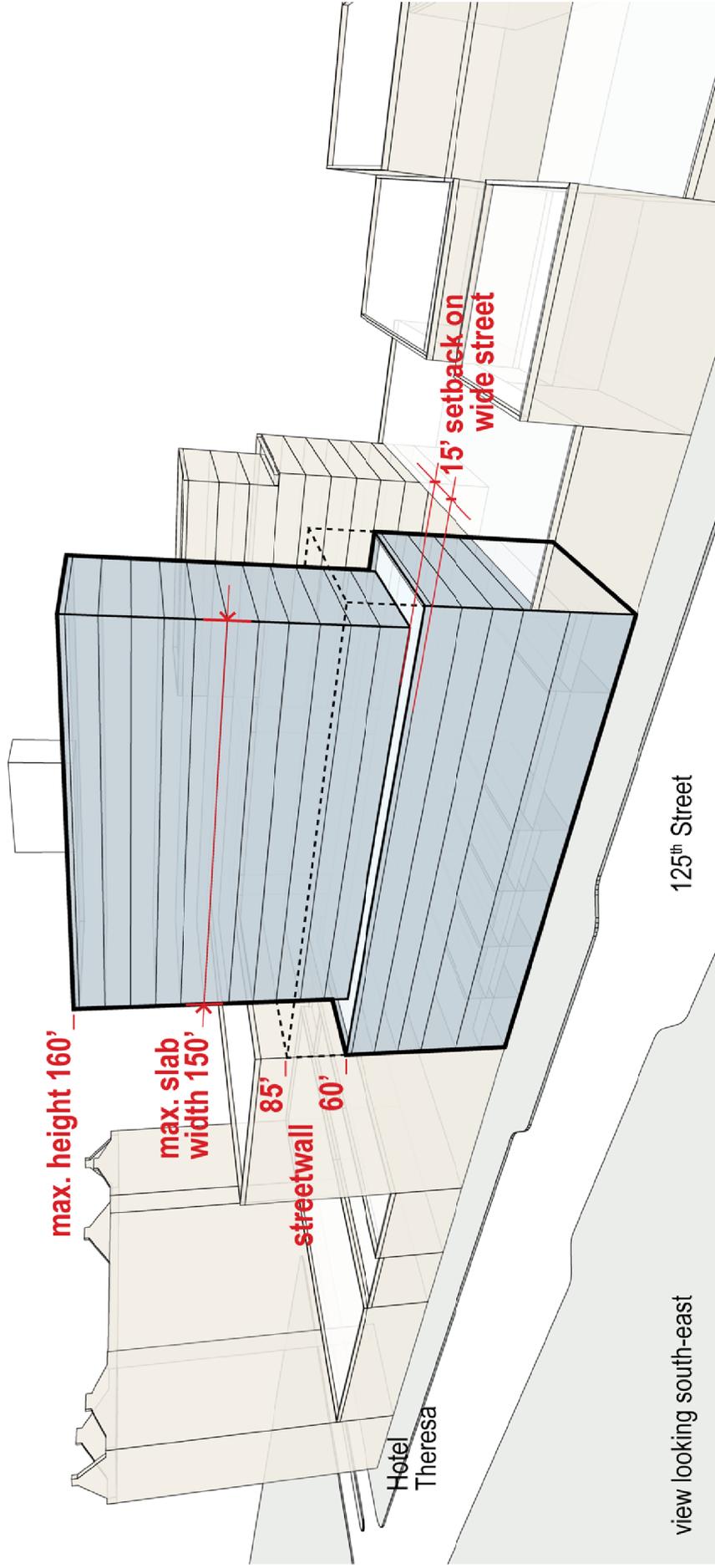
- Site 19: The site is formed by the Mount Morris Bank building, known also as the Corn Exchange (a National Register-listed building) and the parking lot behind it. Under existing conditions, the site has 13,493 sf of parking/auto space and 20,586 sf of vacant floor area in the existing building. Under No-Action conditions, it is expected that the vacant floor area would be fully converted to institutional space and the 13,493 sf of parking/auto space would remain. Therefore uses would be expected to change, but building form and bulk would not. With the proposed action approximately 99 residential dwelling units (including 20 affordable units) and 22,938 sf of retail space would be located in a new residential development on the parking lot portion of the projected site, and the Corn Exchange building would be converted to an education-related institutional use with 20,586 sf of floor area. Development rights would be transferred from the Corn Exchange Lot 34 to the adjacent Lot 40 to accomplish the expected program. New development on Site 19 would result in a total building area of 133,023 sf including the institution conversion and an effective FAR of 7, across the two constituent lots.
- Site 21: Under existing conditions, the New York Podiatric College site has 55,770 sf of educational space (on Lot 24) and 36,281 sf of area on the vacant portion of the lot. The existing school is a bulky, brick structure with limited fenestration. Its frontage links the building more closely to East 124th Street than to East 125th Street, from which it is separated by a large underutilized parking area. Under no-action conditions, the entire 6-lot parcel would be developed with approximately 480,000 sf of retail and office uses, including

125th Street : Zoning Proposal : **Building Form**

C6-3 DISTRICT

Special Urban Design Controls

max. FAR: **8.0**



Source: NYC Department of City Planning

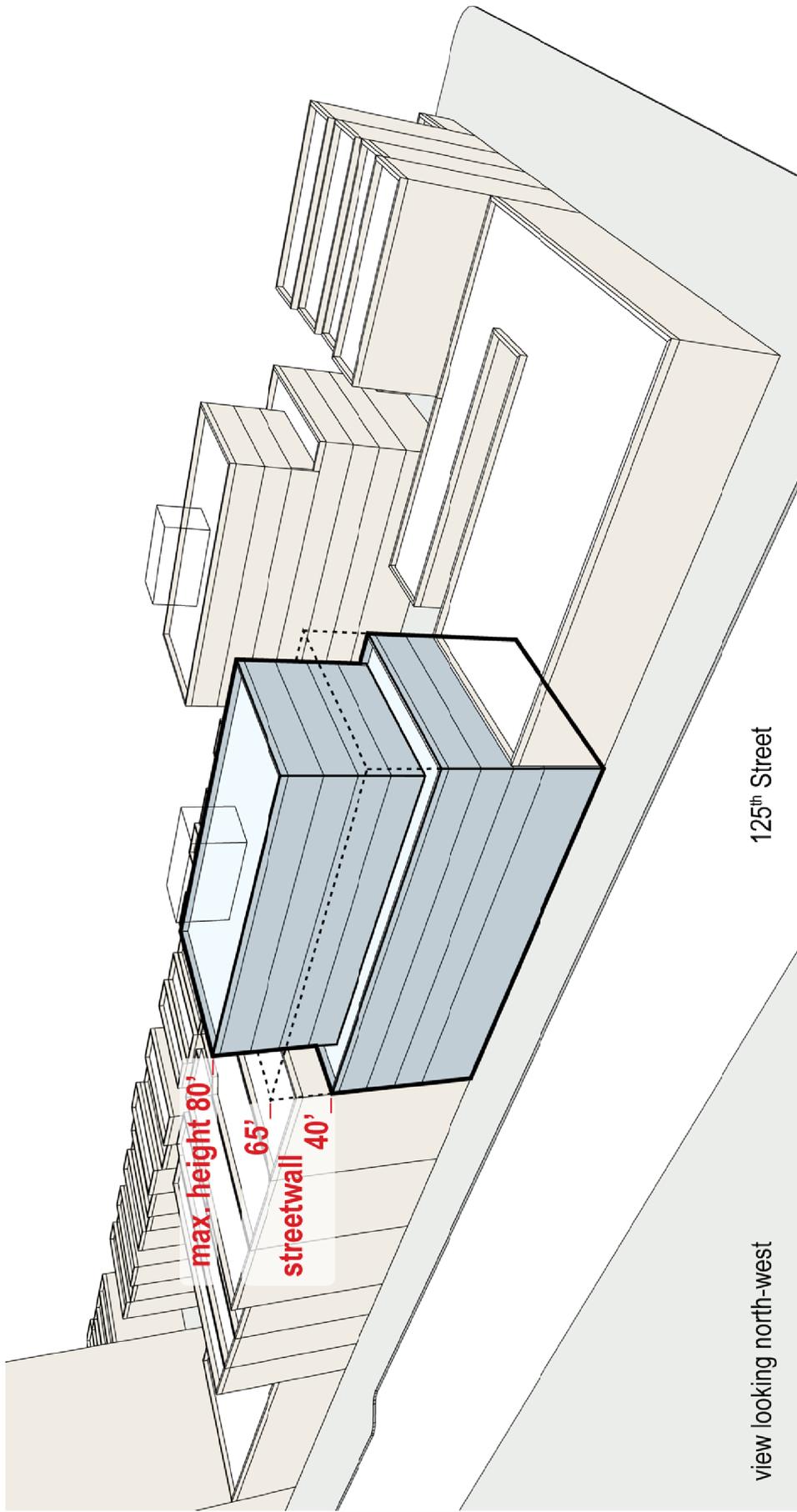
Figure 3.7-17 - Proposed Building Form: C6-3 District

125th Street : Zoning Proposal : **Building Form**

C4-4A/R7A DISTRICTS

Urban Design Controls

max. FAR: **4.0**



Source: NYC Department of City Planning

Figure 3.7-18 - Proposed Building Form: C4-4A/R7A Districts

118,320 sf of development rights transferred from Lot 24. Under With-Action conditions, the site would be redeveloped with an office building with two or three levels of retail and below-grade parking. The new development would have 108,843 sf of retail, 372,287 sf of office space, and the 55,770 sf of the existing community facility space, which is the same program, but with below-grade parking allowed. For both no-action and with-action conditions, the FAR on Site 21 would be 10. The program under with-actions conditions would allow for more appropriate bulk controls to relate the new building program to East 125th Street, completing the streetwall and providing bulk and setbacks that reinforce the existing built fabric along East 125th Street appropriate to the Viaduct and to the new and renovated buildings across the street.

- **Site 23:** Under existing conditions, the site has 6,810 sf of retail, 8,512 sf of hotel space, 13,324 sf of parking/auto space, and 5,686 sf of vacant floor area on undeveloped land. Extant buildings are between 2 and 4 stories in height, and those with retail use are only partially active at the ground floor level. Buildings are interspersed with at-grade parking areas, creating a weak street wall and lack of pedestrian amenity, especially along Park Avenue. Under With-Action conditions approximately 179 residential dwelling units (including 36 affordable units) and 40,066 sf of retail are expected for this site. The expected building envelope on Site 23 would have 200,437 sf of space, and an FAR of 8. The retail use would be continuous at the ground floor and the new building, under the C6-3 in the Special 125th Street District would have a base creating a building volume similar to that of adjacent buildings to the east along 125th Street and south along Park Avenue. The tower portion would relate in volume and height to the Lee Warehouse building on the north side of 125th Street.

Potential Sites

Potential site 42 has frontages on East 126th Street and on Park Avenue. Under the No-Action condition, Site 42 would have retail and office use totaling 14,282 sf, in accordance with existing zoning. With the proposed action, Potential Site 42 could contain a residential development of 96 units including 16 affordable units, plus 19,535 sf of street-level retail, with a streetwall of 95 feet and a maximum height of 145 feet.

Assessment of Transit Hub Subarea

Building Bulk, Use, and Type: In the future with the proposed action, it is anticipated that the Transit Hub subarea would undergo a substantial increase in bulk, use, and scale. In addition to development on projected development Site 21 (the New York Podiatric College) that is expected to occur in both No-Action and With-Action conditions, new development would occur on two of the Park Avenue frontages substantially redefining the build character of the area surrounding the 125th Street Metro-North station. New development would take advantage of allowable building height to rise above the elevated railroad structure. At-grade building setbacks facing Park Avenue would extend the available pedestrian circulations space at the sidewalks currently constrained by the supports of the elevated structure. The slab width requirements would result in alignment of the tower portions of buildings in this sub area with the Metro-North Viaduct, but the significant view along 125th Street would not be affected by the

slabs, as they would be well north and south of the important crossing of 125th Street. The area's underutilized vacant parcels and parking lots would be replaced by a new commercial and mixed-use development with retail at the lower levels. As such, the proposed action would bring substantial improvements to the built character and uses in the Transit Hub subarea. Together, the existing and with-action buildings in the Transit Hub subarea would create a "four corners" of continuous building volume surrounding the Metro-North Viaduct, with continuous glazing at the street and second levels of new retail use, and building volumes appropriately related to each other and to the greater Main Street of Harlem.

Building Arrangement: New building arrangements within the Transit Hub subarea would be regular with respect to their placement on blocks and lots.

Block Form and Street Pattern: No changes to block form or street pattern are expected in the Transit Hub subarea.

Streetscape Elements: In the future with the proposed action, it is anticipated that new development in the Transit Hub subarea would provide retail on the ground floor and the second story along 125th Street, helping to enliven the area's streetscape.

Street Hierarchy: There would be no changes to street hierarchy in the Transit Hub subarea.

Natural Features and Topography: There would be no changes to any natural or topographic feature in the Transit Hub subarea.

Mid Corridor Subarea

The Mid Corridor subarea contains all the street frontage along 124th Street from Malcolm XD Boulevard on the west to the Transit Hub subarea's Projected Development site 19 on the east; all the 124th Street frontage from Malcolm X Boulevard on the west to Projected Development site 21 (the New York Podiatric College) on the east; the area starting from a point 90 feet west of Park Avenue (exclusive of Projected Site 19 south to 125th Street, then jogging approximately 110 feet west to the northwest corner of Projected Site 21, south to the midblock between Park Avenue and Madison Avenue (100 feet, then west again approximately 100 feet, then south to East 124th street, at a distance approximately 90 feet from the corner of East 124th Street with Madison Avenue. On the west side, the Mid Corridor subarea is bounded by Malcolm X Boulevard to the mid-block (100 feet), then east along the rear lot line of the 7 lots that front East 125th Street, for a distance of approximately 575 feet, then south to 125th Street for the remaining 100 foot width of the block, and continuing south across 125th Street to the mid point of the block (100 feet), and then turning west again to follow the rear lot lines of the 18 lots (about 375 feet) on the southerly side of 125th Street, then turning south at Malcolm X Boulevard to meet with the East 124th Street corner of the subarea.

The Mid Corridor subarea would be rezoned from C4-4 and R7-2 to R6A and C4-4A. The C4-4A zoning district would be mapped within the Mid Corridor subarea along 125th Street, along portions of Fifth and Madison Avenues and along a portion of 124th Street east of Malcolm X Boulevard. The C4-4A is a contextual zoning district that would allow new buildings up to a

maximum height of 80 feet and would require a streetwall with a minimum height of 40 feet up to a maximum of 65 feet. The portion of the building above the streetwall would be required to be setback from the street by 10 feet on wide streets and by 15 feet on narrow streets. The maximum allowed density in the district would be 4.0 FAR. See Figure 3.7-23 for the urban design controls established for the C4-4A zoning district.

The R6A zoning district would be mapped along portions of 124th and 126th Street that contain a series of well preserved and renovated brownstones. The R6A is a contextual zoning district that would allow new buildings up to a maximum height of 70 feet and would require a streetwall with a minimum height of 40 feet up to a maximum of 60 feet. The portion of the building above the streetwall would be required to be setback from the street by 10 feet on wide streets and by 15 feet on narrow streets. The maximum allowed density in the district would be 3.0 FAR. See Figure 3.7-19 for the R6A district urban design controls.

The Mid Corridor subarea contains four projected and two potential development sites.

Projected Sites

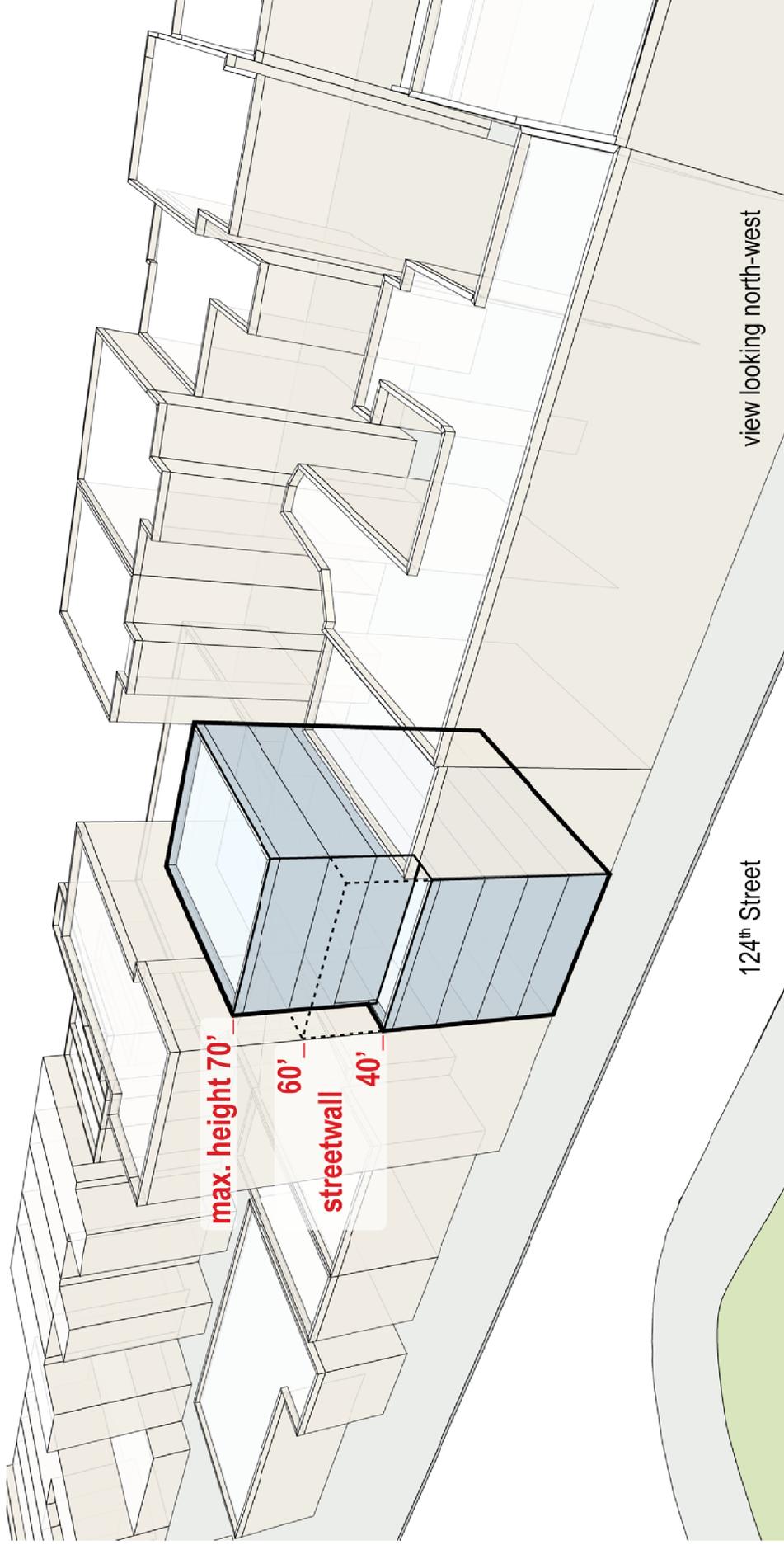
- Site 14: Under existing conditions, the site has 19,521 sf of retail, 7,699 sf of office space, 13,274 sf of storage/manufacturing space, and 1,998 sf of parking/auto space. Under No-Action conditions, the site would have 19,521 sf of retail, 7,699 sf of office space, 13,274 sf of manufacturing space, and 1,998 sf of parking/auto space. Approximately 183 dwelling units (including 37 affordable units), 27,176 sf of retail, and 1,998 sf of parking/auto space are expected for this site under With-Action conditions. Lots 17, 21, 22, and 122 would be within the proposed C4-7 zone with a maximum FAR of 12.0 and lot 53 would be within the proposed R6A zone with a maximum FAR of 3.0.
- Site 15: Under existing conditions the site is a 26,543 sf vacant lot, enclosed with a street scaffold and fencing. Under No-Action conditions, the site could be developed with a new building containing 73 residential dwelling units, 21,719 sf of retail, and 78,189 sf of community facility space taking advantage of the generous community facility density allowable under existing zoning. The new building under existing zoning could rise up to a height of approximately 160 feet due to the lack of a maximum height limit in the existing C4-4 zoning district. In the With-Action conditions the site could be developed with a new mixed-use building with approximately 90 residential dwelling units and the same amount of retail as the no-action condition, creating a building envelope of 102,218 sf and an FAR of 4. The new building in the future with the proposed action would be limited to a maximum height of 80 feet.
- Site 18: Under existing conditions, the site has 2 dwelling units, 3,000 sf of retail, 1,250 sf of office space, 3,848 sf of community space, and 5,432 sf of vacant floor area. The existing buildings are one story and 4-story stucco and masonry, respectively. The 4-story building has some decoration at the window and parapet; the retail area is not very transparent or active. Under No-Action conditions, the site could have 39 dwelling units, 7,473 sf of retail, and 28,094 sf of community facility space. In a similar condition to Site 15 described above, the building that could be developed under the No-Action conditions would rise up to a

125th Street : Zoning Proposal : **Building Form**

R6A DISTRICT

max. FAR: **3.0**

Urban Design Controls



Source: NYC Department of City Planning

Figure 3.7-19 - Proposed Building Form: R6A District

height of approximately 170 feet through complying with height and setback regulations under the existing zoning.

Under With-Action conditions, the site could be developed with slightly fewer dwelling units (34), and an equal amount of retail and community facility space as with no-action conditions. The new building under the With-Action conditions would have a total envelope of 41,162 sf; be limited to a maximum height of 80 feet. Lots 28, 29, and 30 would be within the proposed C4-4A zone with a maximum FAR of 4.0 and lot 44, fronting on East 126th Street would be within the proposed R6A zone with a maximum FAR of 3.0. The added residential FAR with the mixed use program would create a building more in keeping with the adjacent uses in this subarea.

- Site 20: Under existing conditions, the site is a 5,046 sf vacant lot. Under No-Action conditions, the site would have 18 dwelling units and 4,289 sf of retail, and the With-Action Condition assumes the same level and type of development, and the same program would be expected for this site. Within the C4-4A district and the Special 125th Street Overlay District, this site could result in a building with a maximum height of 80 feet, with a streetwall established between 40 and 65 feet. The maximum FAR established for this district is 4.0, and the expected building envelope of 20,184 would meet that FAR. The street wall would relate this building to the adjacent buildings to the west (also within the C4-4A).

Potential Sites

- Potential site 38 would be in the C4-4D zoning district in the future with the proposed action and could be developed with a mixed-use building. ~~Potential site 41 could be redeveloped with 42 new dwelling units and ground floor retail.~~ The existing ConEd service center on the northern portion of Lot 51 would remain.

Assessment of Mid Corridor Subarea

Building Bulk, Use, and Type: As a result of the proposed action the built environment of the Mid Corridor subarea would undergo modest change and would be more in context with the low-rise character of the subarea. The few development sites within this subarea highlight the improvements in the built form of new buildings under the proposed action in contrast to the potential out-of-scale development that could result under the future without the proposed action. Under existing zoning, new development on projected sites could rise up to 170 feet in height through the height and setback regulations in the existing C4-4 district while the built form regulations included in the proposed action would limit new development to 80 feet providing a better relationship to the adjacent low-rise built context of tenement buildings and brownstones. The limited new development would reinforce the residential and mixed use character of this subarea. The majority of the subarea would not be subject to new development and thus the character of the existing brownstones areas along 124th and 126th Streets and the residential buildings with ground floor retail along the 125th Street blockface would be maintained and reinforced by the change in zoning. The creation of buildings with glazed retail frontage in the base would be a like building type to the condition of 125th Street in this area; the R6A

development along 126th Street would be fully residential, in keeping with that street and the proposed action's intent to maintain the residential character of both 126th and 124th Streets.

Building Arrangement: New building arrangements within the Mid Corridor subarea would be regular with respect to their placement on blocks and lots.

Block Form and Street Pattern: No changes to block form or street pattern are expected in the Mid Corridor subarea.

Streetscape Elements: The streetscape would be improved with the addition of active retail uses within new developments replacing vacant lots and vacant buildings. New street trees would be anticipated in conjunction with new residential development pursued through the Quality Housing program.

Street Hierarchy: There would be no changes to street hierarchy in the Mid Corridor subarea.

Natural Features and Topography: There would be no changes to any natural or topographic feature in the Mid Corridor subarea.

Mixed-Use Core Subarea

The Mixed-Use Core subarea lies at the center of the 125th Street corridor. It comprises the commercial heart of 125th Street, and presents the most opportunity in terms of ability to improve streetwall conditions, improve the streetscape and accommodate new mixed-use development. The Mixed-Use Core subarea comprises the full blocks between Frederick Douglass Boulevard, Malcolm X Boulevard, 124th and 126th Streets, and the 125th Street frontage between Malcolm X Boulevard to a point about 545 east. Lots are substantially larger in the full block portions of the subarea and a large number of them are “through-lots” with frontage on both 125th Street and either 124th or 126th Streets. The existing buildings present widely different heights and setbacks with a number of one-story retail structures standing in contrast to taller buildings like the Hotel Theresa and the Adam Clayton Powell Jr. State Office Building. Given the large lots, through-lots and the low-rise, underutilized character of many of the buildings, there is substantial opportunity for new development, which with application of special urban design controls to establish streetwall heights, tower setbacks, and conditions to promulgate appropriate active street-enlivening uses could reinforce the active street life and urban character of this portion of the corridor.

The Mixed-Use Core subarea would be rezoned to a C6-3 zoning district on the south side of 125th Street and the regulations on the existing C4-7 zoning district on the north site of 125th Street would be modified through the proposed special district and extended 165 feet east. Lots fronting on 124th Street would be rezoned to a C4-4D zoning district, and two areas of C4-4A zoning district would be established fronting on 126th Street.

Building form regulations for the C6-3 district would be as described for the zoning district at the Transit Hub subarea. Building heights would be limited to 160 feet, with a required streetwall

with a minimum height of 60 feet up to a maximum of 85 feet. The required setback on both wide and narrow streets would be 15 feet. For this district, a maximum slab width of 150 feet would be established, to be applied above the maximum 85 foot streetwall. The maximum allowable FAR would be 8.0. See Figure 3.7-24 for the building form and special urban design controls contemplated for this district.

The existing building form regulations for the C4-7 zoning district would be modified through the special district to ensure that new development responds to the built environment of the 125th Street corridor in the manner contemplated by the Rezoning Initiative, which limits building heights, establishes streetwall and tower setbacks, and provides for uses that enliven and enhance the street throughout the day and night. The proposed building form regulations for the C4-7 zoning district would limit the height of new development to a maximum of 290 feet. A streetwall would be required with the same height parameters as in adjacent the C6-3 zoning district, with a height between 60 and 85 feet. The proposed regulations would not allow floor area bonuses, available under the existing regulations, in exchange for the creation of urban plazas or arcades. The block between Adam Clayton Powell Jr. Boulevard, Malcolm X Boulevard, 125th and 126th Streets would be subject to additional building form regulations that would limit the height on new development to a maximum of 80 feet within 50 feet of the 126th Street frontage between Adam Clayton Powell Jr. Boulevard and Lenox Avenue/Malcolm X Boulevard.

The proposed C4-7 zoning district would allow a maximum FAR of 12.0. Figure 3.7-20 illustrates the building form controls proposed for this district.

The C4-4D zoning district would establish the same building form regulations discussed previously at the East Side subarea. The C4-4D zoning district would require street walls with a minimum height of 60 feet up to a maximum of 85 feet. Required setbacks for those portions of the building above the streetwall would be 10 feet on wide streets and 15 feet on narrow streets. The maximum allowable building height would be 120 feet. The maximum allowed FAR for this zoning district would be 7.2. Figure 3.7-23 illustrates these building form controls.

The C4-4A zoning district building form controls would be the same as those discussed previously at the Mid Corridor subarea and include required street walls of a 40 foot minimum to a 65 foot maximum. Setbacks above the streetwall would be 10 along a wide street and 15 feet along a narrow street. Building heights would be limited to a maximum of 80 feet. The maximum FAR for this zoning district would be 4.0. Refer to Figure 3.7-18 for the building form controls for the C4-4A district.

The proposed rezoning would split a large number of through lots within the Core Subdistrict into two different zoning districts. In order to provide for increased development flexibility on these split lots without compromising the urban design goals of the proposal, the proposed special district would allow developments within the Core Subdistrict that are split by two different zoning districts to transfer floor area across those district lines. Such developments would still be required to comply with the bulk regulations applicable to each of the portions of the development within their corresponding zoning districts.

125th Street : Zoning Proposal : **Building Form**

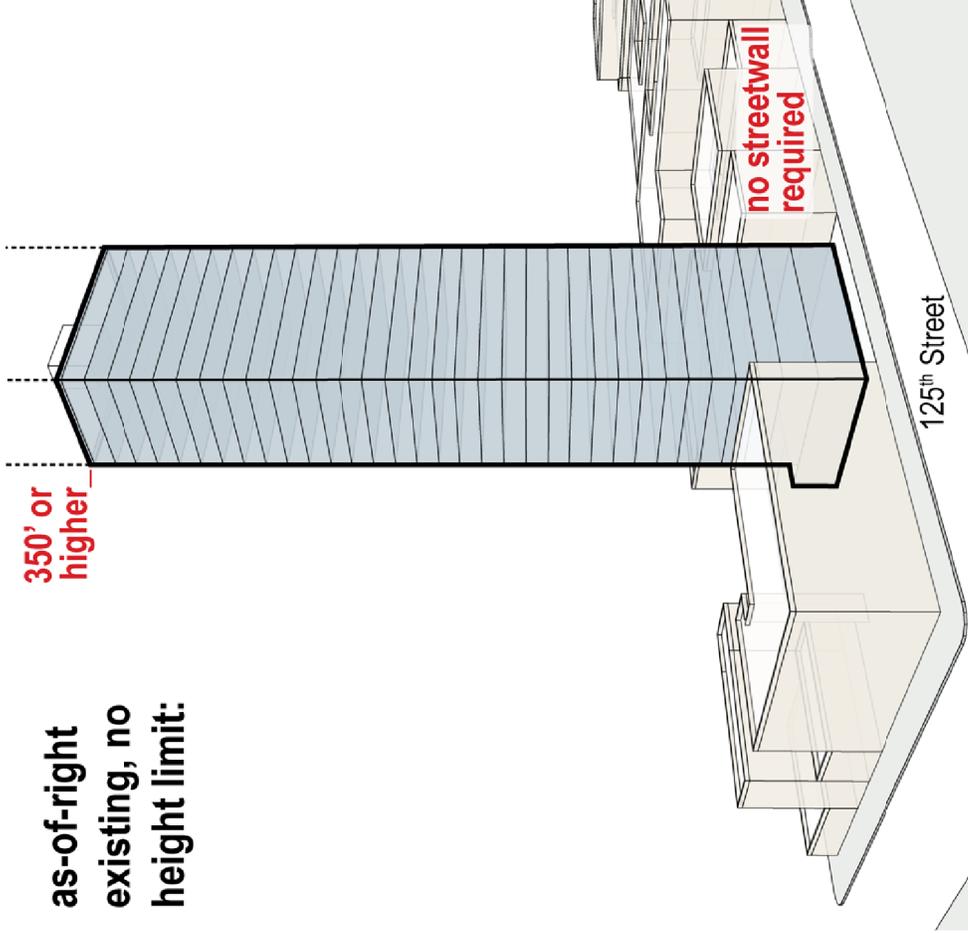
C4-7 DISTRICT

max. FAR: 12.0

Special Urban Design Controls

as-of-right existing, no height limit:

350' or higher



Source: NYC Department of City Planning

zoning proposal with height limit:

max. height 290'

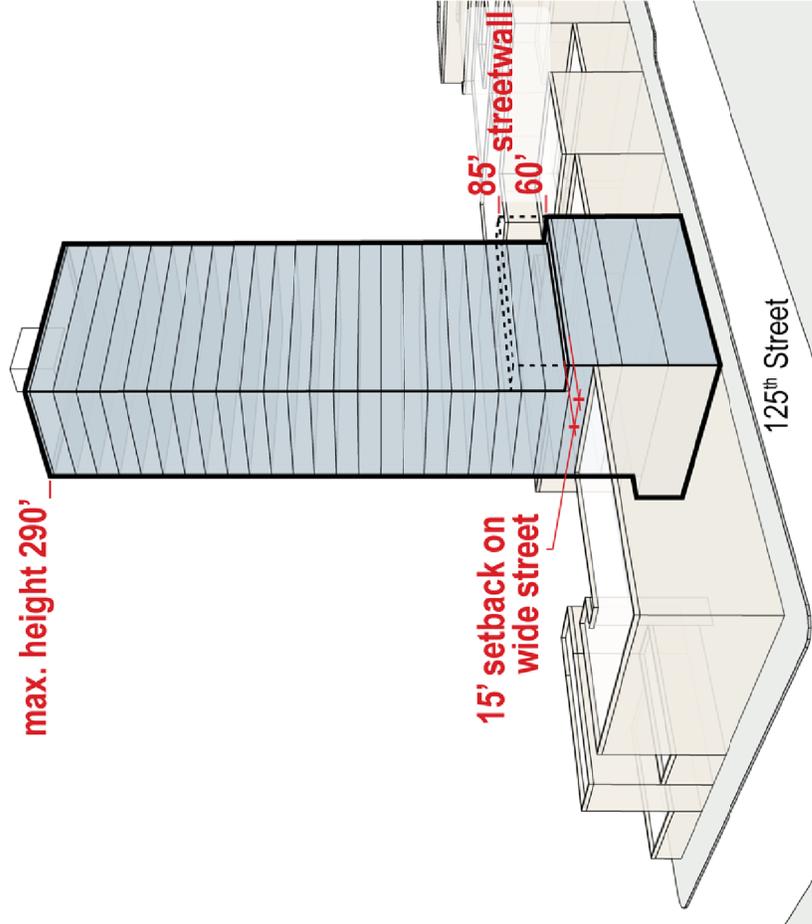


Figure 3.7-20 - Proposed Building Form: C4-7 District

The proposed special district includes a “Core Subdistrict” which lies within the Mixed-Use Core subarea. Within the Core Subdistrict new developments with 60,000 square feet of floor area or more would be required to have five percent of their total floor area reserved for and developed with qualifying arts and entertainment-related uses. These arts and entertainment-related uses could be located anywhere within the new development, but would be required to be accessible from 125th Street. The following uses would qualify as art and entertainment-related uses within the proposed Special District: art galleries; auditoriums; bookstores; bowling alleys; commercial clubs; public dance clubs; eating or drinking establishments with table service; historical exhibits; museums; music or record stores; performance spaces; art, music, dance or theatrical studios; radio, television or motion picture studios; and theaters. In addition, within the Arts and Entertainment Core Subdistrict, sign regulations would be modified to allow for distinctive signage for qualifying arts and entertainment-related uses. These additional controls within the Core Subdistrict are designed to meet the project objectives of promoting mixed-use development, capitalizing on the arts destinations that are already extant in Harlem, especially in the Mixed-Use Core, and in adjacent areas.

There are 11 projected development sites and nine potential development sites within the Mixed-Use Core subarea.

Projected Sites

- Site 6: Site 6 is a 3-story masonry building with a contrasting metal parapet. The building has lost much of its decorative ornament, and appears low and bulky, filling its entire lot without setback or significant articulation. While there are ground floor uses including a bank that draw pedestrian traffic, they are not particularly active frontages. Under no-action conditions, the site would have an unchanged program with 33,740 sf of office space. A new residential building with 21,250 sf of retail in two levels with approximately 143 residential dwelling units (including 29 affordable units) is expected for this site under With-Action conditions. With the proposed action, a new building could occupy this corner location at Adam Clayton Power Boulevard and West 125th Street, opposite the Adam Clayton Powell State Office Building. The new building could have an FAR of 12.0 and a bonus FAR of 3.0 for inclusionary housing. The projected building development on this site is 150,000 sf, for an effective FAR of 12. Streetwalls would be set between 60 and 85 feet, and a required 15-foot setback above the streetwall on both Adam Clayton Powell Boulevard and 125th Street would be established. The building height would not exceed 290 feet. In contrast to the existing condition, where there would be no required articulation of the building form, or limit to the building’s height, the special Urban design controls of the Special 125th Street District would all for this new building to relate to its adjacent sites on this block (including the Harlem Lanes, an innovative building conversion to an active entertainment use) in terms of building streetwall before the setback and tower form. Other controls would provide for an activated frontage with glazing, and less active uses allowed but with street-level frontages retained for retail.
- Site 7: Under existing conditions, the site is a 10,540 sf vacant structure, known as Mart 125. Under No-Action conditions, Site 7 would have 10,540 sf of retail. It is expected that would

be redeveloped under With-Action conditions with a mixed-use development that would include 17,156 sf of retail in two levels, 20,184 sf of office space, and 20,184 sf of hotel space. The total building area would be 57,524 sf for an effective FAR of 6. The northern portion of the site would be zoned C6-3 and the southern portion of the site would be zoned C4-4D under With-Action conditions. The C6-3 portion of the site, fronting on 125th Street, would have a minimum streetwall of 60 feet, and a maximum building height of 160 feet. The C4-4D portion of the site, along 124th Street, would have a minimum streetwall of 60 feet, and a maximum building height of 120 feet.

- **Site 8:** Under existing conditions, the site is comprised of four lots which when combined have 26,424 sf of retail and 12,707 sf of office space. The buildings are 1 and 2 stories, all with large parapet/signage areas, and all are actively used for retail. Materials include stucco, steel storefronts, and lighted signage. Under No-Action conditions, Site 8 would have the same program as the existing condition.. With the proposed action, a building with approximately 185 residential dwelling units (including 37 affordable units) and 47,110 sf of retail in two levels are expected for this site. The total building envelope is projected at 213,622 sf, creating an FAR of 8. The northern portion of the site would be within the proposed C6-3 zoning district and the southern portion of the site would be within the proposed C4-D zoning district. The C6-3 portion of the site, fronting on 125th Street would have a minimum streetwall of 60 feet, and a maximum building height of 160 feet. The C4-4D portion of the site, along 124th Street, would have a minimum streetwall of 60 feet, and a maximum building height of 120 feet. The streetwalls required by both districts would relate the new building to the adjacent 5-story building and create a streetwall where today the disparate building heights are ill-related.
- **Site 9:** This site is immediately adjacent to the National Register-listed Hotel Theresa. It comprises 6 lots of 2-story retail buildings, and the buildings are unlike in their architectural style, but they are largely united by large signage areas and steel storefronts. On the side adjacent to Site 9, the Hotel Theresa does not have the white brick and glazed terracotta articulated façade that characterizes the other three frontages of the building. Under no action conditions, the three lots that form the site would remain with a total of 102,955 sf of retail use in two-story structures. With the action, a building of 305,604 sf would be created with approximately 264 dwelling units (including 53 affordable units) and 68,359 sf of retail in two levels. The FAR would be within the allowable FAR of 8. The northern portion of the site would be within the proposed C6-3 zoning district and the southern portion of the site would be within the proposed C4-4D zoning district. The C6-3 portion of the site, fronting on 125th Street, would have a minimum streetwall of 60 feet and a maximum building height of 160 feet. The C4-4D portion of the site, along 124th Street, would have a minimum streetwall of 60 feet and a maximum building height of 120 feet.
- **Site 10:** The site contains the parking garage for the adjacent State Office Building and includes some retail storefronts interspersed with the entrances to the parking garage.. Under existing conditions, the site has 38,000 sf of retail and 75,717 sf of parking/auto space. Under No-Action conditions, the site would remain unchanged. Under With-Action conditions, Site 10 would be redeveloped with a new commercial building with 150,360 sf of retail and 451,890 of office space, for a total building area of 602,520 sf and an FAR of 10.

The site would remain in the C4-7 zoning district. It is expected that the building would have a 60 foot minimum streetwall minimum and a maximum height of 290 feet. Additional regulations for this block would ensure that the tower portion of the building would be setback from the 126th Street frontage for at least 50 feet.

- Site 11: This development site contains a 2-story, a three-story and an 8-story element. The three story portion appears older with a barrel- arch string course detail and medallions at the corner of West 125th Street and Adam Clayton Powell Boulevard. The two-story glazed storefront faces West 125th Street and appears laminated on the rear-facing eight-story portion of the building, which is brick. Under existing and no-action conditions, the site has and would have 15,091 sf of retail, 2,523 sf of office space, and 5,046 vacant floor area, With the proposed action, approximately 89 residential dwelling units (including 18 affordable units) and 21,444 sf of retail are expected for this site., creating a building envelop of 100,912 sf and an FAR of 8, within the allowable FAR with the inclusionary housing bonus of 2. The site would be in the proposed C6-3 zoning district. The C6-3 district would require a minimum streetwall of 60 feet and a maximum building height of 160 feet.
- Site 12: Under no-action conditions, this through-block projected site would remain comprised by a series of one-story structures totaling 27,950 sf of retail. With the proposed action, approximately 168 residential dwelling units (including 34 affordable units) and 42,889 sf of retail are expected for this site. The total building envelop would rise to 193,759 sf, with an FAR of 8. The northern portion of the site would be within the proposed C6-3 zoning district and the southern portion of the site would be within the proposed C4-4D zoning district. The C6-3 portion of the site, fronting on 125th Street would have a minimum streetwall of 60 feet and a maximum building height of 160 feet. The C4-4D portion of the site, along 124th Street, would also have a minimum streetwall of 60 feet, but maximum building height would be limited to 120 feet.
- Site 13: Under existing conditions, the site is a 30,276 sf vacant lot. Under No-Action conditions, the site would have 90,828 sf of retail. With the proposed action, approximately 200 residential dwelling units (including 40 affordable units) and 51,469 sf of retail are expected for this site. The building envelop would contain 230,098 sf and the building would have an FAR of 8. The northern portion of the site would be within the proposed C6-3 zoning district and the southern portion of the site would be within the proposed C4-4D zoning district. The C6-3 portion of the site, fronting on 125th Street, would have a minimum streetwall of 60 feet and a maximum building height of 160 feet. The C4-4D portion of the site, along 124th Street, would have a minimum streetwall of 60 feet and a maximum building height of 120 feet.
- Site 14: The five lots and buildings comprising Site 14 are two-story stucco with some decorative and parapet detailing on the upper floor and continuous retail frontage along the street, with building-mounted back-lit signage. Under No-Action conditions, the site would continue to contain 19,521 sf of retail, 7,699 sf of office space, 13,274 sf of storage/manufacturing space, and 1,998 sf of parking/auto space. With the proposed action, approximately 183 residential dwelling units (including 37 affordable units), 27,176 sf of retail, and 1,998 sf of parking/auto space are expected for this site under With-Action

conditions. The building would contain 191,832 sf with an FAR of 11. Lots 17, 21, 22, and 122 would be within the proposed C4-7 zone with a maximum FAR of 12.0 and a maximum building height of 290 feet, and lot 53 would be within the proposed R6A zone with a maximum FAR of 3.0, streetwall between 40 and 60 feet along West 126th Street, and a maximum building height of 70 feet..

- Site 16: This four-story building appears to be a former manufacturing loft, and upper stories are closed and boarded up. The street level is occupied by a series of small store fronts. Under No-Action conditions, the site has 15,767 sf of retail and 1,261 sf of office space. With the proposed action, approximately 106 residential dwelling units (including 21 affordable units) and 25,806 sf of retail are expected for this site. The building envelope would contain 121,440 sf and have an FAR of 8. The site would be within the proposed C6-3 zoning district. There would be a minimum streetwall height of 60 feet and a maximum building height of 160 feet.
- Site 17: Under No-Action conditions, the site would have 29 dwelling units and 10,722 sf of retail. Approximately 88 residential dwelling units (including 18 affordable units) and 21,444 sf of retail are expected for this site under With-Action conditions. This would be a building of 100,912 sf and an FAR of 8. The site would be within the proposed C6-3 zoning district; street walls would have a minimum of 60 feet and maximum building height would be 160 feet.

Potential Sites

Within the Mixed-Use Core, there are 9 potential development sites. These include Sites 32, 33, 34, 35, 36, 37, 39, 40 and 41.

- Site 32: This development site consists of 4 lots on Block 1931. The buildings on these sites could be redeveloped with a total of 49 new dwelling units and ground floor retail. The existing church on Lot 56 could remain and the remainder of the lot's ground floor will be converted to retail space. Parking could be provided below grade in two levels.
- Site 33: This potential site comprises two lots on Block 1931. It could contain 133 DUs, 8, 113 sf of retail space on two levels and 28 parking spaces below grade with the proposed action.
- Site 34: Potential site 34 contains 2 lots on Block 1930. It could contain 82 DUs, 8,476 sf of retail use and below-grade parking.
- Site 35: This site consists of 3 lots on Block 1930. In the future with the proposed action, new residential development with two levels of retail use could be accommodated, plus two levels of below-grade parking.
- Site 36: This development site consists of 6 lots on Block 1909. In the future with the proposed action, 3 of these (Lots 24, 25 and 140) could be redeveloped with new dwelling units and ground floor retail with 88 units, 11,270 sf of retail and 2 below-grade levels of

parking.

- Site 37: The development site consists of 2 lots on Block 1723. This potential site could contain 97 residential units, and 8,238 sf of retail space on two levels. under the With-Action scenario
- Site 39: This site comprises one lot on Block 1722. It could contain 60 DUs and 6,005 sf of retail space.
- Site 40: The development site consists of 5 lots on Block 1722. In the future with the proposed action, the site could contain 59 units of housing and 8,730 sf of retail space.
- ~~Site 41: This site would be redeveloped with 60 new dwelling units and 6,094 sf of retail space, and could also accommodate public parking below grade.~~

Assessment of Mixed-Use Core Subarea

Building Bulk, Use, and Type: As a result of the new development, the built environment of the Mixed-Use Core subarea would undergo substantial change and improvement. This would be the highest density subdistrict, and within it, the high density would be placed on the north side of 125th Street, where density and building forms are more similar to those proposed under the with-action condition. The replacement of low-rise commercial buildings and vacant lots with residential, commercial and mixed use buildings of higher density would compliment the existing taller commercial buildings that already exist in this corridor and would result in more consistent streetwalls, building bulks and lot coverages, and building forms. Building forms would establish a strong central presence along this portion of 125th Street and reinforce the sense of arrival at the core of the corridor. The 60 foot minimum (85 foot maximum) streetwall along 125th Street in the new buildings would frame both sides of 125th Street and would relate to the existing commercial buildings along 125th Street. For those through-lots facing 124th and 126th Streets, the zoning would require street walls compatible with the 40 to 60 foot streetwalls which exist on these streets. Building form regulations for the block between Adam Clayton Powell Jr. Boulevard, Malcolm X Boulevard, 125th and 126th Streets would ensure that tall new development on that block is appropriately set back from the 126th Street frontage and the neighboring brownstones on the north side of 126th Street. The proposed regulations for the C4-7 zoning district would not allow floor area bonuses, available under the existing regulations, in exchange for the creation of urban plazas or arcades ensuring that new development maintain appropriate streetwall continuity.

In addition to new mixed-use development it is expected that new complimentary uses to existing and future arts and cultural institutions would be available at the Mixed-Use Core expanding the existing range and diversity of uses in the corridor. The proposed “Arts and Entertainment Use Requirement” would require that a portion of every new development of 60,000sf or higher within the Core Subdistrict would be filled with a qualifying arts and entertainment-related use, such as a restaurant or art gallery. These uses can be accommodated in the higher density buildings that can support the added floor area while centralizing the arts

and entertainment uses near to the existing cultural uses and building upon the destination character of this subarea.

Building Arrangement: New building arrangements within the Mixed-Use Core subarea would be regular with respect to their placement on blocks and lots.

Block Form and Street Pattern: No changes to block form or street pattern are expected in the Mixed-Use Core subarea.

Streetscape Elements: The streetscape in this subarea is expected to change and improve as a result of the proposed action. With the proposed action, new development would replace the one- and two-story retail structures with new mixed-use buildings. The new developments would be required to locate active uses, such as retail, at their ground floors and are expected to have additional retail as well as other commercial uses on their second and third levels. The new mixed-use development would add additional activity during the evenings and nights promoting a more active streetscape within a portion of the Street that currently experiences a substantial decrease in activity after the existing commercial businesses are closed in the evening.

The Core Subdistrict, generally contiguous with the Mixed-Use Core subarea, would ensure arts and entertainment-related uses in the new developments, such uses would activate the street level through their entrances and activities, and within this district, distinctive signage requirements would be adopted to would reinforce 125th Street's identity as a major arts, cultural and entertainment destination in the City.

Street Hierarchy: There would be no changes to street hierarchy in the Mixed-Use Core subarea.

Natural Features and Topography: There would be no changes to any natural or topographic feature in the Mixed-Use Core subarea.

St. Nicholas Intersection Subarea

In the future with the proposed 125th Street Corridor Rezoning and Related Actions, the St. Nicholas Intersection subarea would be rezoned to a C4-4D district. Regulations for the proposed C4-4D district would be the same as those discussed for the Mixed-Use Core and the East Side subareas. Building form regulations would require a streetwall between 60 and 85 feet and the maximum height of new development would be limited to 120 feet. The maximum allowable FAR on any site would be 7.2. It is expected that development sites within this subarea would be redeveloped with ground floor reinforcing the commercial character of the corridor. Figure 3.7-23 illustrates the building form regulations for the C4-4D zoning district.

There are five projected and four potential development sites in the St. Nicholas Intersection subarea. All development sites are within the proposed C4-4D zoning district with a maximum FAR of 7.2.

Projected Sites

- Site 1: Under No-Action conditions, this site would continue to contain 10,827 sf of retail and 12,932 sf of office space. The masonry building is two stories in height with a rhythmically articulated parapet wall. The first floor is occupied with retail uses with applied signage and one tenant has an awning mounted to the street; the second story has steel framed windows. With the proposed action, approximately 9,299 sf of retail would be created at street level, and up to 49,777 sf of office space are projected for this site. The total building envelope would contain 59,076 sf and would have an FAR of 5.4.
- Site 2: The building is a four-story brick building, with contrasting decorative elements including string coursing, engaged medallions and a metal parapet. Fenestration is new and there are active retail uses in the first floor. Located at the intersection of Frederick Douglass Boulevard and the northwest side of 125th Street, under no-action conditions, the site would continue to house 15,983 sf of retail, 30,184 sf of office space, and 4,000 sf of parking/auto space. Approximately 122 residential dwelling units (including 24 affordable units) and 33,971 sf of retail are expected for this site under With-Action conditions. The Building envelope would contain 143,878 sf and create an FAR of 7.
- Site 3: Under no-action conditions, the site has 11,890 sf in a three-story masonry church with masonry quoining and other masonry detailing. With the proposed action, approximately 75 residential dwelling units (including 15 affordable units), 10,604 sf of retail, and 11,890 sf of community facility space are expected for this site, in a building of 64,303 sf and an FAR of 7.
- Site 4: Under No-Action conditions, Site 4 would have 10,858 sf of retail and 10,858 sf of office space, in a masonry building with engaged steles and classical detailing. Approximately 10,122 sf of retail and 54,181 sf of office space are expected for this site under With-Action conditions. The building envelope would contain 64,303 sf and have an FAR of 5.
- Site 5: Under existing conditions, the site is a 36,136 sf lot with a five-story masonry building with a decorative parapet articulating string courses and decorative lintels. Under No-Action conditions, Site 5 would have 32 DUs and 7,636 sf of retail. With the proposed action, approximately 63 residential dwelling units (including 13 affordable units) and 7,636 sf of retail are projected, creating a building of 64,678 sf and an FAR of 7.

Potential Sites

Potential development sites within the St. Nicholas Intersection subarea include Sites 28 through 31, inclusive. All are located on the north side of West 125th Street in this subarea.

- Site 28 comprises 1 lot on Block 1952, and would accommodate 18 dwelling units in the future with-action conditions.
- Site 29 is two lots on Block 1952, and would accommodate 16 DUs and 642 sf of retail in

the with-action condition.

- Site 30 is one lot on Block 19052, and would contain 37 DUs and 4,502 sf of retail space in the with-action condition.
- Site 31 comprises 8 lots on Block 1952. It would contain 196 DUs and 150 below-grade parking spaces in the with-action condition.

Assessment of St. Nicholas Subarea

Building Bulk, Use, and Type: As a result of the new development, the built environment of the St. Nicholas Intersection subarea would undergo substantial change and improvement, and new development would compliment the mixed-use and residential fabric of this subarea. The replacement of one and two-story retail structures and vacant lots with retail, residential, commercial office and mixed use buildings of higher density would compliment previous development established through the Harlem USA and the Hotel Trades Association buildings within this subarea. The proposed regulations would result in more consistent streetwalls, building bulks and lot coverages, and building forms. Street walls would be more appropriately related to those existing major buildings; existing residential buildings would remain and new building forms would complement the central corridor to the west.

Building Arrangement: New building arrangements within the St. Nicholas Intersection subarea would be regular with respect to their placement on blocks and lots.

Block Form and Street Pattern: No changes to block form or street pattern are expected in the St. Nicholas Intersection subarea.

Streetscape Elements: With the proposed action, active ground floor retail activity and transparency would be established improving the pedestrian experience within the subarea.

Street Hierarchy: There would be no changes to street hierarchy in the St. Nicholas Intersection subarea.

Natural Features and Topography: There would be no changes to any natural or topographic feature in the St. Nicholas Intersection subarea.

West Side Subarea

For the West Side subarea the north side of 125th Street would be rezoned to R7A with a C2-4 overlay district. On the south side of the street, the underlying R7-2 zoning would remain, and the existing C1-4 commercial overlay would be changed to a C2-4 commercial overlay and extended to cover potential development site 27. Within the R7A districts, the special urban design controls would be the same as for the C4-4A district, including a required street wall, with a minimum of 40 feet and a maximum of 65 feet. A required 10-foot setback on wide streets or 15 feet on narrow streets would be required. Building heights would be limited to 80 feet.

Potential development site 27 consists of a series of 1-story retail and commercial structures and it is expected that in the future with the proposed action these commercial uses would be expanded with the addition of a second story with office use. There are no other development sites in this subarea.

Assessment of West Side Subarea

Building Bulk, Use, and Type: As a result of the proposed action, it is expected that the built environment of the West Side subarea would retain its existing character as there is no anticipated development through out the subarea with the exception of the expansion on projected site 27. None has been proposed in this subdistrict, as the purpose of the proposed action in this subdistrict is to establish contextual envelope controls and to protect the existing scale and character of the West Side subarea. With the C2-4 overlay, additional use groups providing local retail would allow different neighborhood-oriented uses within the subdistrict without altering building form. However, the contextual controls proposed for the West Side subarea on the north side of 125th Street would provide an improved match between building form regulations and the existing built context on the north side of the street.

Building Arrangement: Any new building arrangements within the West Side subarea would be regular with respect to their placement on blocks and lots.

Block Form and Street Pattern: No changes to block form or street pattern are expected in the West Side subarea.

Streetscape Elements: No changes to the streetscape of the West Side subarea are anticipated.

Street Hierarchy: There would be no changes to street hierarchy in the West Side subarea.

Natural Features and Topography: There would be no changes to any natural or topographic feature in the West Side subarea.

Urban Design – Secondary Study Area

The proposed action is not anticipated to result in significant adverse impacts upon the urban design of the areas north and south of the 125th Street. The residential areas to the north of 125th Street, up to 131st Street, would be unaffected by the proposed action. To the south of the 125th Street corridor, the returning vibrancy of Harlem's mixed use residential and commercial areas would continue, and would complement the redevelopment of the 125th Main Street within the larger area.

VISUAL RESOURCES

The proposed action is not expected to have significant adverse impacts on visual resources within the primary or secondary study areas. While the study areas contains many historic architectural resources which are visual resources, publicly accessible views to most of these

resources are generally only available at the nearby sidewalks and streets and these views are not considered to be unique or contribute significantly to the defining character of the 125th Street corridor. The study area's unique and significant public views are limited to the primary study area, and consist of views available from the 125th Street corridor to the Hotel Theresa (21), the Apollo Theatre (14), the Metro-North viaduct (7), and the IRT Broadway Line Viaduct (38).

Significant views of these resources would not be affected by changes in building height and form resulting from the proposed action. As discussed above in the urban design assessment, development in the future with the proposed action would not result in any changes in block form. As the significant views of the study area's resources are obtained from the streets and sidewalks along the 125th Street Corridor, and the block form would be unchanged under the proposed action, the significant views available of the visual resources within the corridor would not be obstructed, including views to the Apollo Theatre's marquee, the Metro-North viaduct, and the IRT Broadway Line Viaduct. Views from the sidewalks within each subarea would be further preserved through the establishment of streetwall, setbacks and height limitation requirements for all new development. These design requirements, which would not be in place in the future no-build condition, would maintain and preserve the open views available from the sidewalk to the taller buildings within the 125th Street corridor, such as to the Hotel Theresa.

The study area's visual resources exist in a setting comprised of a wide variety of building forms. The Special 125th Street District bulk regulations governing new developments within the primary study area would ensure that development of complimentary scale is fostered along the 125th Street Corridor, and development under the proposed action would not significantly alter the setting of the corridor's visual resources. The proposed action would establish requirements for street walls and setbacks for the upper portion of the buildings above the street wall in order to relate building height and bulk to the street in a more appropriate and consistent form. Maximum height limits would be introduced for all the proposed new mapped districts ensuring that the overall massing and scale of new development responds to the particular characteristics of the different subareas within the corridor. These requirements would ensure that the scale and bulk of new buildings within each subarea are sensitive to and consistent with existing development.

CONCLUSION

No significant adverse impacts on urban design would result from the proposed action. The proposed action is expected to result in positive changes and improvements to urban design conditions within the proposed rezoning area. Views to visual resources would be enhanced to the extent the surrounding setting is improved, and the opportunity to view and participate in the use of such resources as the Apollo Theater and other Harlem destinations through the creation of continuous retail and cultural environments would enhance Harlem's Main Street as a 24-hour destination.

The most appreciable changes would be seen in the built form of new developments, especially pertaining to building bulk, use, and type, and streetscape elements. Open lots, substantially underutilized parcels and one- and two-story retail structures would be replaced with mixed-use buildings that are appropriate in massing, scale and uses to their subareas and to the larger 125th

Street corridor.

The urban design strategy that has been developed as part of the proposed action would result in a series of carefully calibrated changes to the built environment of the 125th Street corridor. The urban design strategy would ensure that new development takes into account and responds to the varied built conditions that characterize each of the different subareas of the corridor. The proposed building form controls would guide new development to either, complement existing areas with a strong contextual built character, reinforce medium density areas, or, to ensure an appropriate scale and massing for higher-density development.

New development on areas of the corridor with a strong contextual build character, such as the Mid Corridor and the West Side subareas, would be guided by building form controls that would ensure an appropriate relationship to the existing built context of four and five-story tenement buildings and brownstones. The required streetwall heights and the limitations on the maximum building height would be consistent with the bulk and massing of the predominant existing buildings reinforcing the streetwall and low-scale character of these areas.

New development on areas of the corridor where medium density is proposed as part of the proposed action would reinforce the mixed-use character of the East Side and the St. Nicholas Intersection subareas where existing residential buildings coexist with other commercial, institutional and auto-related uses. Within these subareas single-story retail structures, vacant buildings and at-grade parking lots would be replaced by medium density mixed-use development with ground floor retail. The new development would improve the urban design of these subareas regularizing streetwalls and establishing an appropriate height limit of 120 feet or 10 to 12 stories.

Higher density new development is expected as a result of the proposed action within the Mixed-Use Core and the Transit Hub subareas. Within these subareas the proposed Special 125th Street District would include building form regulations to ensure that new higher density development is of appropriate scale and massing, with appropriate tower and slab controls to frame and enhance the street.. The new development at the center of the corridor would replace one and two-story retail structures and vacant lots with new mixed-use buildings. Building form regulations would require the new buildings to frame 125th Street with streetwalls of consistent height on both sides of the street and would limit the height of new development, and establish a maximum building height that would be substantially lower than the height possible through the existing zoning and building form regulations on the north side of 125th Street. Required setbacks and slab limitations for those portions of the building above the streetwall would ensure that the bulk of the building does not unduly affect the street level below. The combined building form regulations would ensure that the new higher density mixed-use development is of appropriate scale and massing.

As a result of the proposed action, the retail and commercial character of the 125th Street corridor is expected to be improved. The use regulations included in the proposed special district would ensure that new development would locate active uses at the ground floor level coupled with transparency requirements. Additional regulations applicable to the Core Subdistrict would require arts and entertainment-related uses on new large developments, which are likely to be

located at the second or third story of the new building. The use regulations would prevent non-active uses such as banks to locate the majority of their operations at the ground floor level effectively shifting these uses to either the second-story or below grade levels. The active use and transparency requirements associated with new development under the proposed action would further contribute towards creating a vibrant pedestrian environment and would improve the streetscape of the corridor.

It is expected that new development within the Core Subdistrict fulfilling the entertainment use requirement would incorporate some form of distinctive signage as allowed through the proposed district. Such distinctive signage opportunities in the new development would enhance the corridor's identity.

In addition, the proposed action would compliment the urban design of the secondary study area and would not result in significant adverse impacts on urban design. The new development within the rezoning area would be complimentary to the development expected independent of the proposed action to the east and west of the rezoning area.

The proposed action would not result in significant adverse impacts to visual resources. The context of the visual resources that define the 125th Street Corridor would not be significantly or substantially altered by the proposed action, given the bulk and massing of new construction which would be compatible with the study area's existing resources and built context. The proposed action would not result in the loss of significant public views to visual resources as the area's streets and sidewalks would be unaltered. Within each subarea, development on the projected and potential development sites would be confined to the existing blocks and lots and would not affect views to the visual resources from the streets or sidewalks.