

## **A. INTRODUCTION**

This chapter considers the potential of the proposed project to affect urban design and visual resources. Under the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is defined as the totality of components that may affect a pedestrian’s experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. An urban design assessment under CEQR must consider whether and how a project may change the experience of a pedestrian in a project area. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources, followed by a detailed analysis, if warranted based on the conclusions of the preliminary assessment. The analysis provided below addresses urban design characteristics and visual resources for existing conditions and the future without and with the proposed project.

As described in Chapter 1, “Project Description,” the proposed project would redevelop the northern portion of the Bronx Psychiatric Center (BPC) campus with a mix of commercial and medical office, bio-tech/research, hotel, accessory, college/trade school, community facility, and retail uses along with open space and parking facilities. For the purposes of this Environmental Impact Statement (EIS), it is assumed that in the future without the proposed project (the “No-Action” condition), the three primary, existing buildings (the Bronx Children’s Psychiatric, Thompson, and Parker Buildings) would remain vacant. The powerhouse, two metal shelters, and small storage building on the project site would also be vacated and decommissioned, and the ballfields would remain as in the existing condition. The proposed project would be completed in two phases, with 2023 as the analysis year for Phase I completion, and 2028 as the year for Phase II full build-out, or “With-Action” condition.

## **PRINCIPAL CONCLUSIONS**

The proposed project would not result in significant adverse impacts on urban design or visual resources, or the pedestrian’s experience of these characteristics of the built and natural environment. The proposed renovation of the existing buildings and the new buildings that would be constructed would be in keeping with the uses, height, massing, and material of buildings in the study area. The proposed project would improve the pedestrian experience of the project site and surrounding area and would provide active ground-floor uses at certain locations throughout the project site. With respect to visual resources, the proposed project would not block any publicly accessible view corridors or views to any visual resources.

## **B. METHODOLOGY**

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in

an increase in built floor area beyond what would be allowed “as-of-right” or in the future without the proposed project.

The proposed project would redevelop the northern portion of the BPC campus with new uses and new buildings that would require zoning overrides that would allow for physical alterations observable by pedestrians that are not allowed by existing zoning. Therefore, the proposed project meets the threshold for a preliminary assessment of potential impacts to urban design and visual resources.

According to the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with that used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. Consistent with CEQR methodologies, the study area for the urban design and visual resources analysis has been defined as a ¼-mile radius around the project area, consistent with the analysis of land use, zoning, and public policy (see **Figure 8-1**).

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to “channelization” or “downwash” effects that may affect pedestrian safety. The proposed project would not result in the construction of large buildings at a location that experiences high wind conditions, and thus a pedestrian wind analysis is not warranted.

## C. EXISTING CONDITIONS

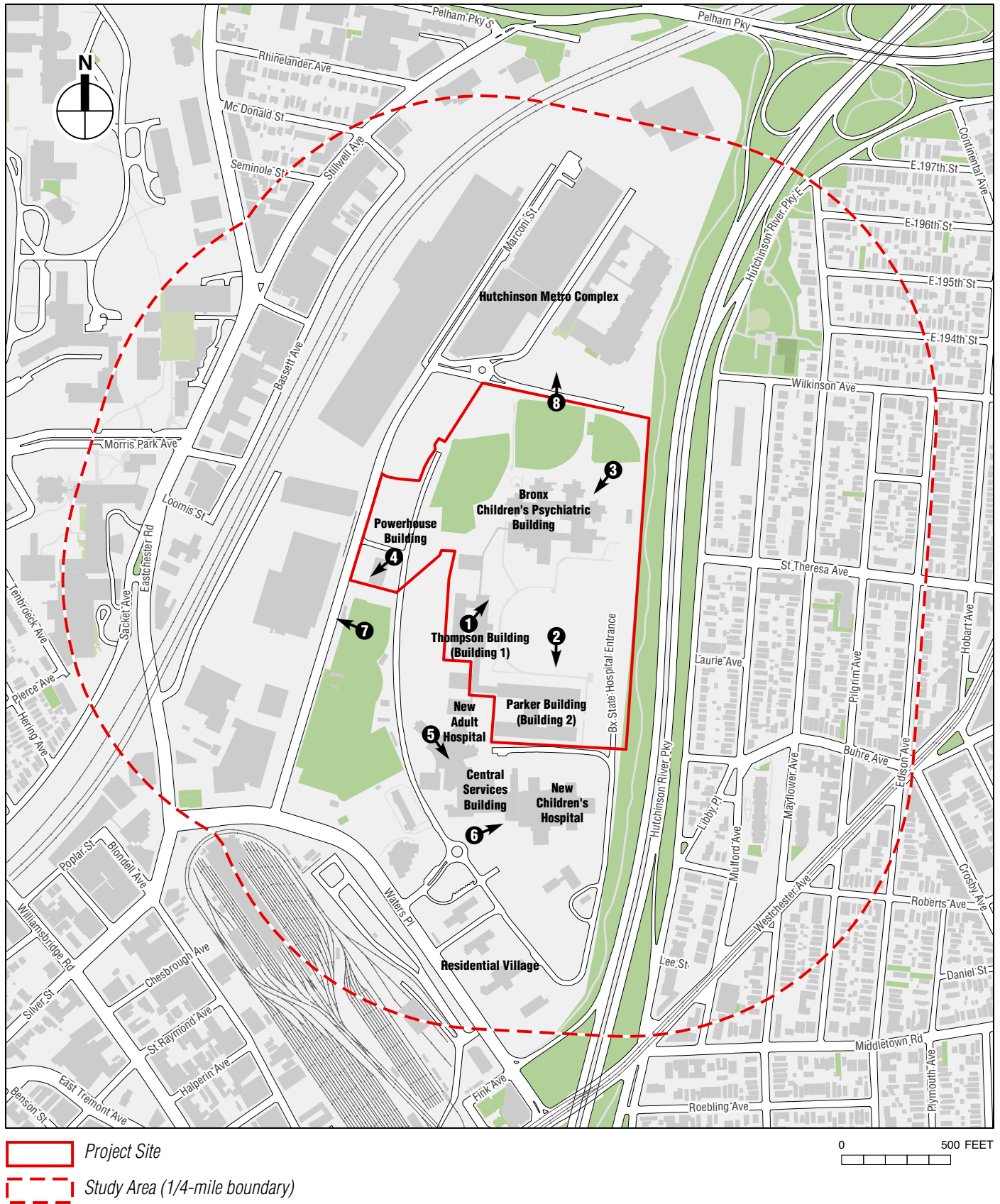
### URBAN DESIGN

#### *PROJECT SITE*

The project site, located at 1500 Waters Place (Block 4226, Lot 30), encompasses approximately 34 acres. The project site contains four existing buildings, four baseball fields (“ballfields”), a grassy area with trees and walking paths, and two surface parking lots (see **Figures 8-1 and 8-2**). The buildings on the site include the 13-story, approximately 377,100-gross-square-foot (gsf) Building 1 (Thompson Building); the six-story, approximately 330,000-gsf Building 2 (Parker Building); the two-story, approximately 146,600-gsf Children’s Hospital; and the approximately 18,200-gsf Powerhouse building (see **Figure 8-1**).

The BPC is loosely bounded by Waters Place to the south, Marconi Street to the west, the Hutchinson Metro Center to the north, and the Hutchinson River Parkway to the east. The buildings are placed in a campus-like setting among landscaped areas. The existing pedestrian environment in the project site is characterized by auto-oriented development with widely spaced buildings, extensive surface parking, no consistent streetwall, and limited pedestrian infrastructure such as sidewalks and crosswalks. Tall trees surround the site and provide a visual buffer between the site and the surrounding area, including the Hutchinson River Parkway located to the east of the project site.

The three main buildings on the project site are set back a distance from the surrounding streets; to the south and west they are separated from the street by ballfields. The two most prominent buildings, Building 1 and Building 2, are located in the middle of the BPC Campus and are



Urban Design and Visual Resources  
Photograph Key Location Map

placed perpendicular to each other. The largest of the parking lots is located east of Building 1 and north of Building 2. Smaller parking lots are located to the east of Building 2 and east of the Children's Hospital (see **Figure 8-2**). Three ballfields form the northern boundary of the project site and separate the Children's Hospital from the private entrance road to the Hutchinson Metro Center. These fields are in use by the BronxChester Little League and the Parkchester Little League and are well maintained. One smaller ballfield, located nearest to Building 1 is overgrown and in disrepair.

Buildings 1 and 2 are clad in tan brick, with vertical concrete piers and aluminum-framed windows (see **Figure 8-3**). Each window bay is separated by heavy vertical piers; the windows are large with fixed panes of rectangular glass. The two buildings are connected by a one-story, ancillary structure that features windows set in aluminum frames with turquoise aluminum panels. A one-story, projecting main entrance is located on the east façade of Building 1 and on the north façade of Building 2. Each entryway has a wide, semi-circular overhang that is supported by rectangular columns with flared supports (see **Figure 8-3**, photo 2). Building 1 is 13 stories tall with a large mechanical bulkhead on the roof. The west façade of the building has an extension composed of two projecting sections, both of which are six stories in height and are connected by a two-story section; the two-story extension runs the length of the building (see **Figure 8-3**, photo 1). Building 2 is a bulkier structure, and is six stories in height (see **Figure 8-3**, photo 1). A long, covered, Americans with Disabilities Act (ADA)-accessible ramp projects from the south façade. Along with the Children's Hospital (described below), these buildings frame a large, landscaped area.

The Children's Hospital, located on the northern portion of the project site, is a tan brick building. The main portion of the building is two stories with a flat roof. Projecting from the main building are five small wings with steep shed roofs (see **Figure 8-4**, photo 3). Although they are all connected, the articulation of taller, shed-roofed structures and smaller, flat-roof portions that are recessed give the appearance of multiple, free-standing buildings. The Children's Hospital is set within landscaped areas and is partially enclosed by a chain-link privacy fence.

The Powerhouse building is the westernmost building on the project site, located between Marconi Street and the private road within the BPC Campus. It is a one- and two-story, brick building with aluminum-framed ribbon windows on the eastern façade. There is a tall brick chimney to the west of the building (see **Figure 8-4**, photo 4).

### **STUDY AREA**

The study area is primarily flat with the Hutchinson River Parkway running at a lower elevation through the study area than the areas to the east. The Parkway acts as a physical barrier dividing the project site from the area east of the Parkway. Natural features in the study area include tall trees and vegetated areas that line the Hutchinson River Parkway; there is a heavy tree buffer east and west of the Hutchinson River Parkway that serves as a visual buffer between the Parkway and areas adjacent to it. In addition, landscaped and grassy areas in the study area include the area west of the Hutchinson River parkway that has a paved path and grassy areas on the southern portion of the BPC Campus, and ballfields and landscaped areas at Colucci Playground at the north end of the study area east of the Hutchinson River Parkway.

The study area mostly has an irregular street pattern, including curving streets, dead-end streets, and streets that run at angles, creating irregularly shaped blocks. The major thoroughfare in the study area is the Hutchinson River Parkway, which carries six lanes of traffic north-south









View of Building 1 looking northeast 1



View of Building 2 looking south toward the main entrance 2





View of Children's Hospital looking southwest with ballfields seen to the right **3**



View of Powerhouse building looking southwest **4**

through the Bronx. As described above, the Hutchinson River Parkway is lined with tall trees on either side as well as wide grassy areas and a meandering pedestrian path. Waters Place, located partially within the study area, is a major thoroughfare in the area. Westchester Avenue, with the raised New York City Subway 6 train tracks above, runs at an angle through the southern portion of the study area east of the Hutchinson River Parkway. Marconi Street, located west of the project Site, runs north-south and carries one lane of traffic in each direction. It provides an entrance into the Hutchinson Metro Center located just north of the project site.

The majority of the study area consists of the southern portion of the BPC Campus and the adjacent ballfields to the west. This portion of the complex contains a large, recently built building that houses an updated Adult and Children's psychiatric hospital and support functions. The adult hospital has four wings that radiate from a central section. Each wing is four stories with a peaked metal roof and clad in brick, stucco, and glass (see **Figure 8-5**, photo 5). The Central Services portion of the building, located between the adult and children's hospital sections, is two stories, with the ground floor clad in brick and the upper floor clad in stucco. The children's hospital portion, southeast of the adult hospital, is two stories, mainly clad in brick, with several full-height windows (see **Figure 8-5**, photo 6). Projecting sections are clad in stucco and articulated with front gabled roofs. The Central Services and Children's Hospital also have peaked, metal roofs. A railyard is located just to the south of the BPC campus.

The northern portion of the study area west of the Hutchinson River Parkway contains the Hutchinson Metro Center, a 42-acre parcel that contains a group of office buildings that are set back a considerable distance from Marconi Street. The two tower buildings have a similar design. Tower One is a large, 13-story office building with rows of fixed-glass windows. Tower Two is an 11-story medical building (see **Figure 8-6**, photo 8). A small, one-story security booth is located at the site's entrance. The Public Safety Answering Center II (PSACII) is located on an 8.75-acre parcel north of Hutchinson Metro Center at 350 Marconi Street. The PSACII facility is operated by the New York City Police Department (NYPD), the Fire Department of New York (FDNY), and the New York City Department of Information Technology and Telecommunications (NYCDOITT), and operates as an emergency 911 call response center. This 10-story building is a prominent presence along Hutchinson River Parkway and is surrounded by a landscaped berm for security purposes.

A large, one-story brick industrial building, which houses a distribution warehouse, is located across Marconi Street, just west of the entrance to the Hutchinson Metro Center. South of this building is a two-story parking garage. A large, paved area separates these two buildings and is used to store truck trailers. Beyond these industrial buildings across Marconi Street from the project site, a large two- and three-story concrete parking garage and commercial building with an adjoining eight-story hotel are located (see **Figure 8-6**, photo 7). The building's long, white façade has large, tinted windows along the two-story sections. The northeast and southwest corners of the buildings are three stories with clear windows. A main semi-circular main entrance is located along the northern façade. The hotel has projecting bays with two sets of double windows set apart from each other and recessed portions with three double windows set close together along the longer east and west façades. The narrower north and south façades each have a central, recessed access tower. South of this, the remainder of the street contains two large one- and two-story concrete commercial buildings with large surface parking lots, and the seven-story tall Calvary Hospital building clad in red brick.

The Metropolitan Transportation Authority (MTA) Metro-North Railroad (MNR) right-of-way, an approximately 80-foot-wide railroad cut with three tracks, extends north and south through





View of new adult hospital looking southeast **5**



View of new Central Services Building in foreground and new Children's Hospital in background, looking east **6**





Commercial building with adjoining hotel located across Marconi street.  
View from ballfields looking west

7



Hutchinson Metro Center is seen on the right and two of the Einstein Medical School's  
residential towers are on the left beyond the project site's ballfields

8

Urban Design and Visual Resources –  
Views of the Study Area



the study area west of Marconi Street and acts as a physical and visual barrier separating the buildings to the east from those west of the rail cut. The buildings immediately adjacent to the west of the tracks are industrial in nature, and are one- to two-stories tall, with brick or concrete façades. The buildings have few windows, but large, garage door openings.

The western boundary of the study area contains the Albert Einstein College of Medicine located west of Eastchester Road. The most prominent buildings on the campus are three 27-story brick and concrete residential buildings (see **Figure 8-6**, photo 8). These buildings have large footprints and rise without setbacks. With the exception of Eastchester Road, this area is physically disconnected from the project site because of the existing Amtrak rail line.

East of the Hutchinson River Parkway the streets are laid-out in a more regular grid pattern with long, north-south streets and short, east-west streets. This grid typically forms long blocks that are oriented north-south. The buildings in this portion of the study area are residential, two- and three-stories tall, semi-detached homes with brick façades. Most have off-street parking either in driveways or first-floor garages. On the northwest corner of Pilgrim and St. Theresa Avenues is the Saint Theresa of the Infant Jesus Roman Catholic Church. The modern brick building has a symmetrical façade along St. Theresa Avenue with a tall central steeple. It is flanked on either side by two-story tall mosaics depicting scenes of Saint Theresa's life. Narrow, geometric stained-glass windows are interspersed along the façade.

Between Wilkinson Avenue and the eastbound ramp to the Hutchinson River Parkway is the Colucci Playground. This public park consists of playground equipment, basketball courts, racquetball courts, and a ballfield. The park has many mature trees, particularly along Wilkinson Avenue and around the ballfield.

## **VISUAL RESOURCES**

### ***PROJECT SITE***

As defined in the *CEQR Technical Manual*, “a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources (p. 10-1).” While the site contains landscaped areas, it does not contain any unique or important public view corridors, vistas, topographic features, or historic structures. Views to the north contain the modern Hutchinson Metro Center, described above. Views to the east are blocked by the trees on the project site. Views to the south and west are long across the ballfields, but do not contain any significant visual features.

### ***STUDY AREA***

Visual resources within the study area consist of a visually prominent and architecturally distinguished building and natural resources. The three-story Saint Theresa of the Infant Jesus Roman Catholic Church is located on the northwest corner of St. Theresa and Pilgrim Avenues. The tall steeple rises above the smaller structures in the primarily residential neighborhood and can be seen from along the entire length of St. Theresa Avenue and from Pilgrim Avenue north of the building. East of the Hutchinson River Parkway, the Colucci Playground's mature trees and open greenspaces provide a visual amenity in the study area. Likewise, the greenway and paved recreational path located to the west of the Hutchinson River Parkway provides a visual buffer from the highway and is a visual amenity to users of the greenway in the western portion of the study area.

As described above, the area west of the Hutchinson River Parkway is mainly industrial and institutional in character. East of the Hutchinson River Parkway, the area is residential with smaller scale buildings. Views west from this portion of the study area are truncated by the large trees that border the Parkway. However, views north and south on the Hutchinson River Parkway are long and contain views of the landscaped medians, landscaped areas (including tall trees and grassy areas) on either side of the roadway, and the surrounding landscape and development that borders the Parkway.

### **D. THE FUTURE WITHOUT THE PROPOSED PROJECT—2023**

#### **PROJECT SITE**

Independent of the proposed project, the Bronx Children’s Psychiatric, Building 1, and Building 2 have been vacated and their uses relocated to new BPC facilities located at the southern portion of the campus. It is assumed that in No-Action Condition, these existing buildings would remain vacant. The Powerhouse would also remain vacated and decommissioned. The ballfields would remain in their existing conditions.

#### **EFFECTS OF OTHER FUTURE PROJECTS**

As discussed in Chapter 2, “Land Use, Zoning, and Public Policy,” there are four projects that are assumed to be constructed by the 2023 analysis year within the study area. At 1538 Stillwell Avenue a three-story, approximately 22,258 commercial storage facility will be constructed. The development located at 1540 Bassett Avenue will be a single-story, approximately 9,271 sf commercial building. A new residential building will be located just west of the project site at the Metro Center Atrium.

In addition, as part of its Penn Station Access Study, the MTA has committed to initiating Metro-North Railroad (MNR) service to a proposed new Morris Park MNR station intended to serve New Haven Line trains along existing Amtrak tracks on the Hell Gate Line, adjacent to the Bronx Psychiatric Campus, into Penn Station. The MNR may result in a gradual shift away from auto-oriented transport to other modes of transit in the study area. It is expected to improve overall accessibility within the study area, and potentially improve connections between modes of transit serving the project site and study area. The MNR station would complement the existing development in the study area and would potentially provide pedestrian improvements, thus adding to the level of pedestrian activity in the study area.

Overall, these developments would be consistent with the existing development in the study area and in keeping with the urban design of the study area west of the Hutchinson River Parkway.

### **E. THE FUTURE WITH THE PROPOSED PROJECT—2023**

#### **URBAN DESIGN**

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses also are generally appropriate for areawide rezonings that include an increase



in permitted floor area or changes in height and setback requirements, general large-scale developments, or projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource's historic significance.

### *PROJECT SITE*

By the 2023 analysis year, the proposed project would redevelop the northern portion of the BPC campus with approximately 217,000 gsf of commercial office space; 375,500 gsf of medical offices and biotech/research; approximately 100,000 gsf of accessory use; approximately 124,300 gsf of hotel use; 100,000 gsf of college/trade school space; 33,500 gsf of retail space; 2,000 gsf of community facility space; 7.1 acres of open space, including two baseball diamonds with supporting amenities; and approximately 2,509 accessory parking spaces (see **Figure 8-7**). Building 1, the John W. Thompson Building, is proposed to be renovated for educational, office, and hotel use. The building's façade would be reclad in white stucco or concrete and would be redesigned with large, tinted windows. The arched, projecting entryway on the east façade would be retained and would provide access to an enlarged surface parking lot (see **Figures 8-7 and 8-8**). Building 2, the Betty Parker Building, is proposed to be renovated for office, community facility, bio-tech/research, and retail uses. The open-ends of the H-plan would be enclosed, and the entire building's façade would be reclad. The new concrete façade would be minimally ornamented and would feature large, tinted windows (see **Figures 8-9**). The designs for both renovated buildings would be similar to that of the existing Hutchinson Metro Center.

Two new parking garages would be located within the existing surface parking areas west of Building 1 and east of Building 2, as well as a third garage north of Building 1. These garages would be concrete structures that have rectangular footprints with open air rooftop parking, and would rise two to six stories. The two baseball fields would be located at the east end of the project site, replacing surface parking and some landscaped areas (see **Figure 8-7**).

A portion of the existing ballfields and Children's Hospital Building would be replaced with two new buildings—Building 3 and Building 4. Building 3 would rise 14 stories and be clad in metal panels, glass, concrete or stucco. The first three floors would be an open-air parking garage with large tinted-glass panels on the East-West Road façade. The upper floors would have smaller, multi-pane windows. Building 4 would rise 8 stories and be clad in metal panels, glass, concrete or stucco with large, tinted windows.

A one-story retail building would be located near Marconi Street with associated surface parking. The rectangular building would be clad in metal panels, glass, stucco or concrete with large, glazed areas facing Marconi Street and the new East-West Road. Surface parking would continue to be located on the project site, including in the areas surrounding the Thompson Building and the Parker Building.

As discussed in Chapter 1, "Project Description," the General Project Plan (GPP) for the proposed project would allow approximately 25 feet in height (two stories) and associated floor area to be shifted among buildings within each phase. Any increases in height and floor area for one building would be accompanied by a commensurate decrease in height and floor area for another building in the same phase. Within Phase I, the shifts in height and floor area would be permitted between the Parker Building, Building 3, and Building 4. The potential shifts in height and floor area among the buildings of Phase I would not substantially change the overall heights, massing, and materials of the proposed buildings, nor would they affect the overall pedestrian experience of the project site.





NOTE: Illustrative intersection of East-West Road and future Hutchinson River Parkway (HRP) service road depicted. HRP service road to be developed pursuant to separate and independent project.

Illustrative Axonometric View  
of the Proposed Project  
**Figure 8-7**





Illustrative Rendering, Proposed Project. View south including the renovated Parker Building in the center and the renovated Thompson building on the right.





Illustrative Rendering. Proposed Project. View of Parker Building.

## **Bronx Psychiatric Center Land Use Improvement Project**

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Phase I of the proposed project would improve the pedestrian experience of the project site and surrounding area. The proposed project would provide active uses, including a retail building and amenities building, at the intersection of the proposed East-West Road and Marconi Street, and other active ground-floor uses at certain locations throughout the project site. The proposed ground-floor retail uses would be directly accessible from the exterior of each building. The proposed project would provide new sidewalks and landscaping to improve pedestrian access and the streetscape, and would connect with the new pedestrian improvements that would be developed as part of the proposed Morris Park MNR Station in the future. The proposed project would also provide publicly accessible walking/biking paths with benches, which would provide new amenities for pedestrians. New roads would be constructed to provide access within the project site and connect to the existing street network.

### **STUDY AREA**

The proposed renovation of the existing buildings and the new buildings that would be constructed would be in keeping with the uses, height, massing, and material of buildings in the study area. The large footprint of the renovated Building 2 (Parker Building) would be similar to the large commercial and industrial buildings located along Marconi Street, including the large one-story brick industrial building located on the west side of Marconi Street across from the Hutchinson Metro Center, the Hutchinson Metro Center itself, and the large residential towers on the Albert Einstein campus. The proposed new buildings on the project site would be similar in scale, massing, and design to the buildings located in the Hutchinson Metro Center, particularly the 13-story Tower One.

The project site would continue to have an urban design character defined by free-standing as well as interconnected buildings, set within landscaped areas with surface parking, and containing recreational ballfields. The renovation of existing Buildings 1 and 2 (Thompson and Parker Buildings) and construction of new buildings with designs and façade treatments similar to the existing Hutchinson Metro Center would create a cohesive and unified design.

The proposed project would not be anticipated to adversely affect any urban design features of the study area, and would not adversely affect the experience of the pedestrian. Rather, the proposed project is expected to contribute to the improvement of the pedestrian environment on the project site.

### **VISUAL RESOURCES**

According to the guidance of the *CEQR Technical Manual*, additional visual resources analysis is required if: a project would partially or totally block a view corridor or a natural or built resource or a natural or built visual resource, and that resource is rare in the area or considered a defining feature of the neighborhood; or a project would change urban design features so that the context of a natural or built visual resource is altered (for example, if a project alters the street grid so that the approach to the resource changes; if a project changes the scale of surrounding buildings so that the context changes; or if a project removes lawns or other open areas that serve as a setting for the resource).

Key considerations in the assessment of the significance of a visual resource impact may include whether the project obstructs important visual resources and whether such obstruction would be permanent, seasonal, or temporary; how many viewers would be affected; whether the view is unique or do similar views exist; or whether the visual resource can be seen from many other locations.



### *PROJECT SITE*

As described above, there are no visual resources located on the project site. Therefore, the proposed project would have no significant adverse impacts on visual resources on the project site.

### *STUDY AREA*

The proposed project would not block any publicly accessible view corridors or views to any visual resources. Visual resources, including the Saint Theresa of the Infant Jesus Roman Catholic Church and the mature trees at Colucci Playground are located at a distance from the project site and across the Hutchinson River Parkway. The greenway and paved recreational path located along the west side of the Hutchinson River Parkway are located adjacent to the project site, but the large trees and other plants that border the greenway provide a buffer between the project site and the pathway. The church, and trees and vegetation at Colucci Playground would remain prominently visible from the surrounding streets and viewers of these resources would not be negatively impacted. The proposed project would not adversely affect the views of pedestrians and other users of the greenway. Viewers would continue to be buffered by the vegetation along the west side of the greenway; the proposed new buildings would not be expected to have a greater visibility than existing tall buildings located at the project site and in the study area west of the Hutchinson River Parkway.

Overall, Phase I of the proposed project would not result in significant adverse impacts on urban design or visual resources, or the pedestrian's experience of these characteristics of the built and natural environment. Phase I of the proposed project would not adversely impact the vitality, the walkability, or visual character of the area, and does not merit further analysis of urban design and visual resources.

## **F. THE FUTURE WITHOUT THE PROPOSED PROJECT—2028**

In the 2028 analysis year, it is assumed that access improvements to the Hutchinson River Parkway (HRP) in the study area would be completed. The HRP improvements would include reconfiguring the HRP on- and off-ramps and introducing a new service road along the southbound HRP between Exit 2 (Westchester Avenue) and Exit 3 (Pelham Parkway). This service road would run along HRP adjacent to the project site and would improve access to the project site. This service road would result in the removal of some existing vegetation in the area to the east of the project site and would introduce a new visual element to the study area. With the removal of vegetation related to the HRP improvements, the greenway and paved recreational path located between the HRP and the project site would have less of a buffer from the project site and HRP.

Aside from the changes related to the HRP improvements, the urban design and visual resources of the study area is expected to be similar to conditions in the 2023 analysis year.

The ongoing operation of the Morris Park MNR station in the 2028 No-Action condition would continue to support accessibility and connections between modes of transit serving the project site and study area. The station would continue to support pedestrian activity and pedestrian-oriented development in the study area.

## **G. THE FUTURE WITH THE PROPOSED PROJECT—2028**

### **URBAN DESIGN**

#### *PROJECT SITE*

During Phase II of the proposed project, three new buildings (Buildings 5, 6, and 7), and two adjoining four-level parking garages (Parking Garage 2 and Building 5/7 Garage) would be constructed, along with approximately 1.6 acres of open space (see **Figure 8-7**). Building 5, a 14-story building, would be constructed just north of Building 4 and would be clad in the same materials. It would connect to Building 4 with a glass atrium and share an adjoining parking garage. The garage would be similar in design to the other concrete parking garages on the site; however, the upper level would contain a private roof garden. Building 7, a 16-story building, would be constructed just north of Building 3 and would be clad in the same materials. Building 6, a 15-story building, would be constructed at the northeast corner of the campus. It would feature a design similar to the other buildings with a metal panel, glass, concrete or stucco façade and large, tinted windows. The adjoining parking garage would be concrete with open-air sides. The designs of the buildings and parking garages would be similar to the two existing buildings located in the Hutchinson Metro Center and similar to the recladding of Buildings 1 and 2 (Thompson and Parker Buildings).

As with Phase 1 of the proposed project, the GPP would allow approximately 25 feet in height (two stories) and associated floor area to be shifted among Buildings 5, 6, and 7 in Phase II. Any increases in height and floor area for one building would be accompanied by a commensurate decrease in height and floor area for another building in the same phase. The potential shifts in height and floor area among the buildings of Phase II would not substantially change the overall heights, massing, and materials of the proposed buildings, nor would they affect the overall pedestrian experience of the project site.

As with Phase I of the proposed project, Phase II would continue to improve the pedestrian experience of the project site and surrounding area. Phase II would complete the build out of the project site and would provide new sidewalks, crosswalks, and landscaping throughout the site. The new buildings in Phase II would also provide some active ground-floor uses and would activate the project site.

#### *STUDY AREA*

The study area would continue to have a mix of residential, commercial, community facility, institutional, manufacturing, and transportation uses in the 2028 analysis year. The proposed new buildings on the project site would be similar in scale, massing, and design to the buildings located in the Hutchinson Metro Center and the newly constructed and reclad buildings built in Phase I on the project site. No other changes are expected to impact the urban design of the study area.



## **VISUAL RESOURCES**

### *PROJECT SITE*

As described above, there are no visual resources located on the project site. Therefore, the proposed project would have no significant adverse impacts on visual resources on the project site.

### *STUDY AREA*

Phase II of the proposed project would not block any publicly accessible view corridors or views to any visual resources. Visual resources, including the Saint Theresa of the Infant Jesus Roman Catholic Church and the mature trees at Colucci Playground would continue to be located at a distance from the project site and across the Hutchinson River Parkway. The church, and trees and vegetation at Colucci Playground would remain prominently visible from the surrounding streets and viewers of these resources would not be negatively impacted. The proposed project would not adversely affect the views of pedestrians and other users of the greenway. The proposed new buildings would not be expected to have a greater visibility than existing tall buildings located at the project site and in the study area west of the Hutchinson River Parkway.

Overall, the completion of Phase II of the proposed project would not result in significant adverse impacts on urban design or visual resources, or the pedestrian's experience of these characteristics of the built and natural environment. The proposed project would not adversely impact the vitality, the walkability, or visual character of the area, and does not merit further analysis of urban design and visual resources. \*