

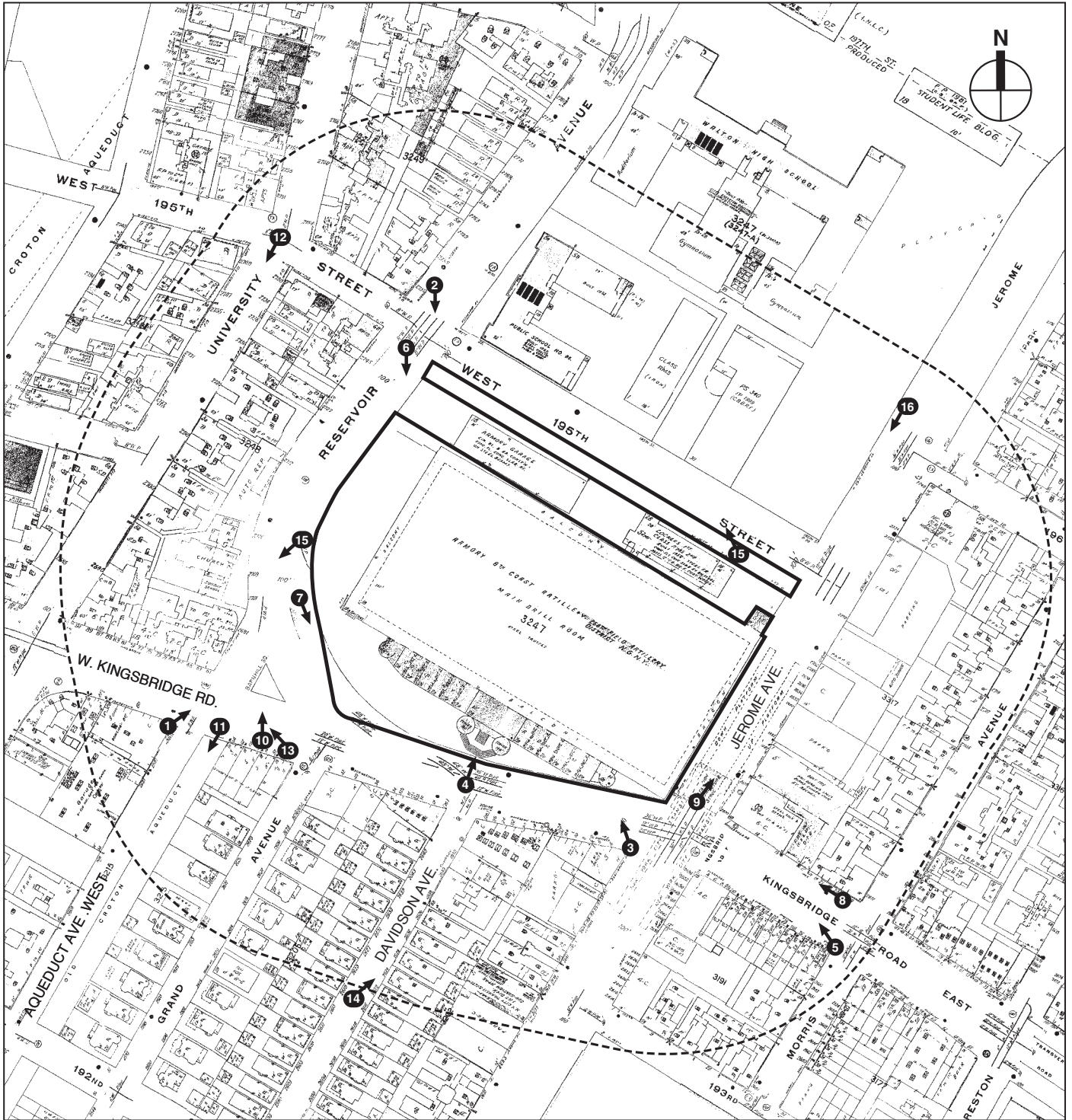
**A. INTRODUCTION**




This chapter considers the potential of the proposed redevelopment of the Kingsbridge Armory to affect the urban design and visual resources of the surrounding area. The project site is occupied by the substantially vacant Kingsbridge Armory, which is located on Block 3247, Lot 10 and a portion of Lot 2 in the Kingsbridge neighborhood of the Bronx. The project site also includes a portion of Reservoir Avenue southwest of the Armory building and a portion of the south side of West 195th Street between Jerome and Reservoir Avenues.

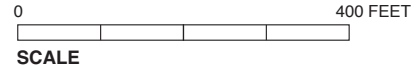
As defined in the 2001 *City Environmental Quality Review (CEQR) Technical Manual*, urban design components and visual resources determine the “look” of a neighborhood—its physical appearance, including the size and shape of buildings, their arrangement on blocks, the street pattern, and noteworthy views that may give an area a distinctive character. The following analysis addresses each of these characteristics for existing conditions, the future without the proposed project, and the probable impacts of the proposed project in 2013, when the project is expected to be completed.

Views to the project site are limited primarily to the immediately surrounding streets, with some longer views from the north. Therefore, the area where impacts would be expected to occur has been defined as the area within approximately 400 feet of the project site—an area roughly bounded by University Avenue on the west, the superblock north of West 195th Street on the north, Morris Avenue on the east, and 192nd Street on the south (see **Figure 7-1**).

As described below, it is not expected that the proposed project would have significant adverse impacts on the urban design and visual resources on the project site or in the study area. Under the proposed actions, the largely vacant Kingsbridge Armory would be renovated and redeveloped with new uses, including retail and restaurant space, a cinema, a fitness club, community facilities, and accessory parking. A new, approximately 30,000-square-foot public open space would also be created southwest of the Armory, and a portion of the south side of West 195th Street between Jerome and Reservoir Avenues would be demapped. The project would substantially improve the condition of the project site and study area as it would return a long underutilized building to use. The appearance of the Armory, a visual resource, would be improved with the proposed project and views to the Armory from the study area would also be enhanced. The proposed new open space on the project site would improve the context of the Armory. The proposed project would not obstruct any significant view corridors or views of visual resources in the study area, nor would it limit access to any visual resource, including the Armory, the No. 4 train viaduct, or St. Nicholas of Tolentine Church.



-  Project Site
-  Study Area Boundary (400-Foot Perimeter)
-  Photograph View Direction and Reference Number



SCALE

## B. EXISTING CONDITIONS

### PROJECT SITE

#### *URBAN DESIGN*

The project site is occupied by the Kingsbridge Armory—also known as the Eighth Regiment Armory—which is listed on the State and National Registers of Historic Places (S/NR) and is also a New York City Landmark (NYCL) (See Chapter 6, “Historic Resources”). The Armory has been substantially vacant since 1996. The Armory and two outbuildings immediately north of the Armory (a one-story building to the west and a two-story building to the east) occupy the entire block bounded by West Kingsbridge Road, Reservoir Avenue, West 195th Street, and Jerome Avenue. The two outbuildings are not part of the project site. The Armory and the two outbuildings are surrounded by an approximately 10-foot-tall chain-link fence, contributing to the site’s underutilized appearance. The Armory, one of the largest (former) armories in the world, has a fortress-like design, is faced in red brick, and has multiple towers and decorative brick work. The building’s main entrance is from its headhouse, which is located approximately mid-block on West Kingsbridge Road. The building, with a footprint of approximately 215,400 square feet, has a pitched roof that rises approximately 130 feet in height (see **Figures 7-2 and 7-3**). The project site includes some trees and small grassy areas. The project site also includes the asphalt paved area and a portion of Reservoir Avenue southwest of the Armory, as well as a portion of the south side of West 195th Street between Jerome and Reservoir Avenues. This portion of West 195th Street currently provides on-street parking. The sidewalks surrounding the project site are paved sidewalks and have standard lampposts (see View 2 of **Figure 7-2** and View 7 of **Figure 7-4**).

#### *VISUAL RESOURCES*

The Kingsbridge Armory is an architecturally-distinguished and prominent visual resource in the Kingsbridge Heights neighborhood. As described above, the Armory’s large scale, medieval Romanesque fortress design with towers and turrets, and expansive metal and glass roof rising to 130 feet in height distinguish it from other buildings in the study area (see **Figures 7-2, 7-3, and 7-5**).

The viaduct for the No. 4 train above Jerome Avenue is a visual resource that can be seen from the project site. This distinctive structure extends above Jerome Avenue through the project study area with the elevated platform for the Kingsbridge Road station adjacent to the Armory between Kingsbridge Road and West 195th Street. The viaduct helps characterize this area of the Kingsbridge Heights neighborhood (see Views 8 and 9 of **Figure 7-5**). No other visual resources can be seen from the sidewalks adjacent to the project site.

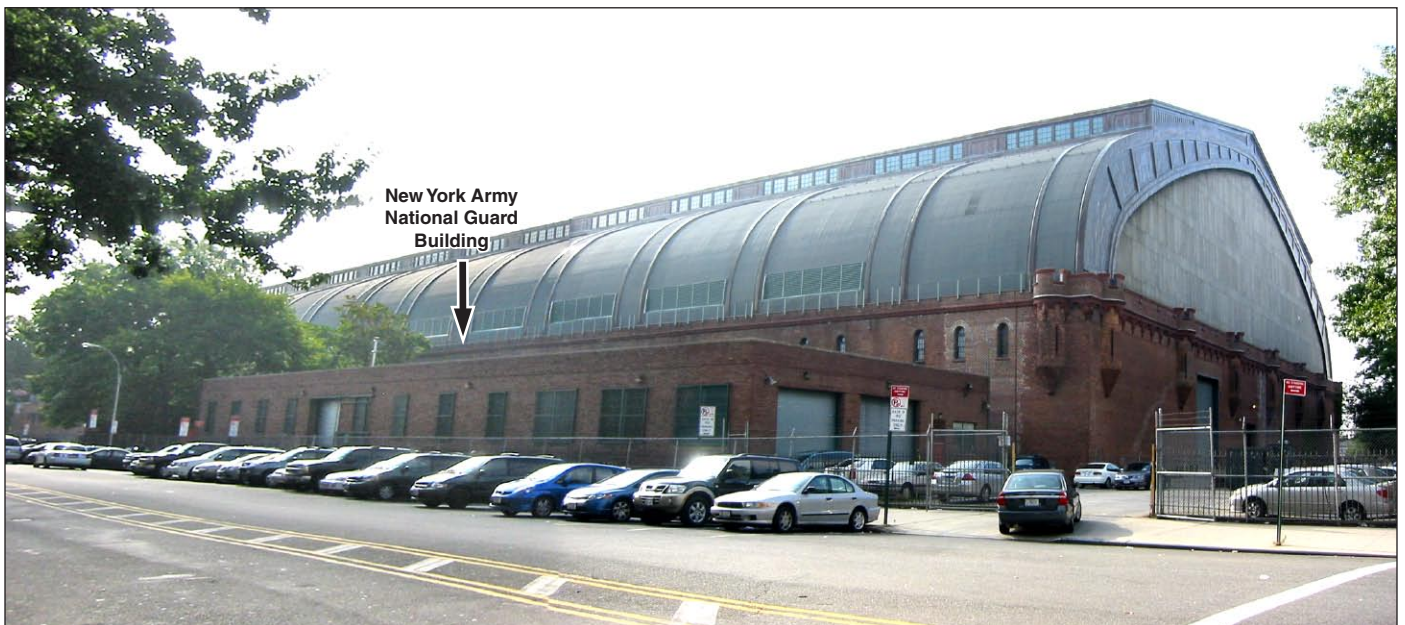
### STUDY AREA

In general, Jerome Avenue divides the eastern part of the study area’s street grid with rectangular and square blocks from the more irregular street patterns and block shapes in the western part of the study area. The study area contains a mix of building types, styles, heights, and shapes. In general, East/West Kingsbridge Road and Jerome Avenue have commercial buildings while the other streets in the study area are more residential in character. The discussion below focuses first on the area’s urban design—its basic layout and structures—and then describes its visual resources.





Kingsbridge Armory - View northeast on West Kingsbridge Road 1



Kingsbridge Armory - View southeast on West 195th Street 2





View northwest on West Kingsbridge Road to the Kingsbridge Armory

3



Kingsbridge Armory's primary entrance

4



Kingsbridge Armory - East Facade

5



Kingsbridge Armory - North and West Facades

6



View southeast to asphalt paved area of project site 7





View west on East Kingsbridge Road to the Kingsbridge Road subway station

8



View north on Jerome Avenue - Kingsbridge Road subway station viaduct and platform above

9

*URBAN DESIGN*

*Street Pattern, Block Forms, and Natural Features*

Jerome Avenue separates two different street patterns in the study area (see **Figure 7-1**). The study area east of Jerome Avenue is developed in a typical grid pattern with north-south avenues and both wide and narrow east-west streets. East/West Kingsbridge Road, the primary east-west street in the study area, is a wide thoroughfare that carries two-way traffic in multiple lanes. Reservoir and Jerome Avenues are wide north-south avenues, with the No. 4 train viaduct spanning above Jerome Avenue. Jerome Avenue also separates Kingsbridge Road into its east and west sections. West of Jerome Avenue, West Kingsbridge Road has a slight southwest bend that shifts the street grid. Reservoir Avenue is another wide avenue in the study area. At West Kingsbridge Road, Reservoir Avenue is divided by the Barnhill Triangle, a small, triangular traffic island with trees and benches, surrounded by a fence (see View 10 of **Figure 7-6**). The western portion of the roadway terminates at the north side of West Kingsbridge Road, while the eastern portion curves to the east and merges with West Kingsbridge Road. Most streets in the study area carry two-way traffic, however, Aqueduct Avenue West and Grand, Davidson, and Morris Avenues allow one-way traffic only. All streets in the study area have a parking lane on either side. Reservoir Avenue has bicycle lanes on both sides of the street, and University Avenue has a bicycle lane on the east side of the street north of West 195th Street. Grand Concourse, outside the urban design study area, is the location of a planned bicycle route.

The street pattern in the study area creates a variety of block shapes and sizes. East of Jerome Avenue, the street grid pattern creates rectangular and square blocks. The streets in the northwest section of the study area, north and west of the Armory, do not follow a grid pattern and result in blocks with irregular shapes. The southwest bend of West Kingsbridge Road west of Jerome Avenue creates irregular block ends at the north and south sides of this section of West Kingsbridge Road. The block north of West 195th Street between Jerome and Reservoir Avenues is a superblock; its northern boundary is 238th Boulevard. There is an east-west pedestrian walkway through the block, extending the general route of West 196th Street, which terminates at the west side of Jerome Avenue.

Natural features in the study area include street trees, with University and Reservoir Avenues having the most street trees in the study area. The Old Croton Aqueduct extends south through the study area on the east side of Aqueduct Avenue West, starting at West Kingsbridge Road. Known as “Aqueduct Walk,” this area is a narrow grassy strip with trees along the sidewalk (see View 11 of **Figure 7-6**). The institutional superblock north of West 195th Street includes paved and turf ball fields and grassy landscaping. At the southeast edge of the study area is St. James Park, a landscaped park with lawns, trees, and paved and turf ball fields. Other natural features include the trees at the Barnhill Triangle traffic island.

The study area has some changes in topography. Morris Avenue slopes gradually up to the north from East Kingsbridge Road and East 196th Street slopes gradually down to the east, toward Jerome Avenue. The portions of University Avenue and West 195th Street west of Reservoir Avenue gradually slope up to the north and west, respectively, and are at higher elevations than the study area to the south and east of these streets (see View 12 of **Figure 7-6**).

*Building Arrangements*

Buildings in the study area have a variety of footprint sizes and shapes. The larger buildings in the study area generally are built to the sidewalk and occupy the majority of their lots; the



Barnhill Triangle - View north from  
West Kingsbridge Road

10



Old Croton Aqueduct -  
View south from West Kingsbridge Road

11



View south on University Avenue from  
West 195th Street

12



institutional buildings on the superblock above West 195th Street are an exception, as discussed below. Most of the smaller buildings in the study area occupy lots that are generally rectangular but vary in size. Smaller commercial buildings in the study area are generally attached buildings, while the houses in the study area are free-standing detached and semi-detached buildings (see **Figures 7-1 and 7-7**). The smallest buildings in the study area are on lots that are approximately 20-feet-wide.

Although three of the four institutional buildings on the superblock above West 195th Street are oriented closest to West 195th Street, all four are free-standing structures that do not contribute to a continuous streetwall, but rather are set within a context of paved and turf ball fields and grassy landscaping (see Views 15 and 16 of **Figure 7-8**). Public School 86 and Walton High School—on the institutional superblock—also do not form a continuous streetwall on the east side of Jerome Avenue. The streetwalls east of Jerome Avenue are generally consistent, with attached buildings built to the sidewalk. However, some buildings on the east side of Jerome Avenue between East Kingsbridge Road and East 196th Street are set back from the sidewalk behind paved surface parking lots. There is no streetwall on the west side of Jerome Avenue north of West 195th Street; as noted above, the institutional superblock is characterized by ball fields and tall chainlink fences at the perimeter of the block. Jerome Avenue south of East/West Kingsbridge Road generally has a consistent streetwall. The streetwall on the south side of West Kingsbridge Road is generally continuous and includes attached commercial buildings. South of West Kingsbridge Road and west of Jerome Avenue, there is no consistent streetwall as these streets have semi-detached and detached houses set away from the sidewalk. The streetwall on Aqueduct Avenue West is also inconsistent as the east side of the street is the grassy expanse of the Aqueduct Walk. The northwest portion of the study area includes both consistent streetwalls with five- and six-story apartment buildings built to the sidewalk, most notably on University Avenue, and streetwalls that are interrupted by driveways as there are many semi-detached and detached houses on these streets. Most of the houses in the study area are set back from the sidewalk, with small paved yards and masonry and metal fences in front.

### *Building Bulk, Use, and Type*

The study area consists of a mix of one- and two-story commercial buildings, two- and three-story detached and semi-detached houses, five- and six-story apartment buildings, and three- and four-story institutional buildings. Most of the houses and institutional buildings in the study area are older structures, while the one- and two-story commercial buildings include a mix of older and newer structures. Most buildings in the study area are faced in brick or stone and rise without setbacks. East/West Kingsbridge Road, as the primary commercial corridor through the study area, is lined with commercial and residential buildings, most of which have ground-floor retail uses. Most buildings on East/West Kingsbridge Road and Jerome Avenue are built to the sidewalk, however, a few commercial buildings on the east side of Jerome Avenue north of East Kingsbridge Road are set back from the sidewalk behind paved parking lots. The buildings on East/West Kingsbridge Road and Jerome Avenue are generally attached commercial buildings or apartment buildings with ground-floor retail uses, including bodegas, pharmacies, and restaurants (see View 13 of **Figure 7-7**). The detached and semi-detached houses in the study area are generally set back from the sidewalk behind small grassy or paved yards (see View 14 of **Figure 7-7**). The larger apartment buildings in the study area are attached buildings that occupy their entire lots.

Institutional buildings in the study area include a church, schools, and government buildings. The Fordham Manor Reformed Church, located at 2711 Reservoir Avenue across Reservoir





View northwest on West Kingsbridge Road 13



View northeast on Davidson Avenue 14





View northwest on West 195th Street 15



View southwest from Jerome Avenue across ball fields to the Kingsbridge Armory 16

Avenue from the project site, is an older building faced in red brick with a center entrance and a pitched roof with a brick and copper steeple. Other institutional uses in the study area are the two National Guard buildings are located on the south side of West 195th Street immediately adjacent to the Armory's north façade, Public School Number 340 (Public School 340) at 25 West 195th Street, Public School 86 at 2756 Reservoir Avenue and its one-story classroom building facing West 195th Street, and Walton High School at 2780 Reservoir Avenue. The two National Guard buildings are free-standing one- and two-story rectangular brick buildings. Public School 340 is a three-story free-standing school, located north of the project site across West 195th Street. Its primary entrance is at the building's northwest corner, accessible by a paved walkway. The building is faced in tan and brown brick with a gray cinder-block base. Public School 86, also located north of the project site across West 195th Street, is a five-story, older tan brick U-shaped building with terra cotta detailing. The school's primary entrance is on Reservoir Avenue (see View 15 of **Figure 7-8**). A one-story school building, affiliated with Public School 86 and located between Public School 340 and Public School 86, is faced in red corrugated metal and with a pitched roof. Walton High School is a large, three-story, older school building located north of the three educational buildings described above. It is faced in tan brick and has narrow, vertical windows on its primary, Reservoir Avenue façade.

### *Streetscape*

Streetscape elements are distinctive physical features, including street furniture, street walls, building entrances, fences, steps, parked cars along a street, and street trees. The streetscape of the study area is urban in character, with wide sidewalks on East/West Kingsbridge Road and narrower sidewalks on the more residential streets that have less pedestrian traffic. Many of the ground-floor retail businesses on East/West Kingsbridge Road and Jerome Avenue have storefronts with colorful awnings; some have projecting signs extending above the sidewalk (see **Figures 7-4 through 7-7**). Some street vendors and newsstands also are located on East/West Kingsbridge Road and Jerome Avenue, particularly in the vicinity of the Kingsbridge Road subway station. Street furniture in the study area includes standard metal cobra head street lights, fire hydrants, mailboxes, a bus stop shelter, parking meters, signposts, trash cans, and newspaper boxes. On-street parallel parking is permitted throughout the study area. As described above, there are street trees at the Barnhill Triangle and along most streets in the study area, with University and Reservoir Avenues having the most street trees.

Two sets of stairs provide access to the Kingsbridge Road subway station, from the east and west sidewalks of Jerome Avenue in the area between East/West Kingsbridge Road and West 195th Street (see View 9 of **Figure 7-5**). As described above, the elevated platform for the Kingsbridge Road station is directly adjacent to the Armory's eastern facade between East/West Kingsbridge Road and West 195th Street (see View 8 of **Figure 7-5**). The institutional superblock north of West 195th Street has a four- to six-foot-tall cast iron fence along the southern and western perimeters of the school properties, on West 195th Street and Reservoir Avenue. A taller, 15- to 20-foot-tall chain-link fence is along the southern and eastern perimeter of the property on West 195th Street and Jerome Avenue, adjacent to the ball fields (see View 16 of **Figure 7-8**).

### *VISUAL RESOURCES*

North-south views in the study area are generally framed by the buildings lining both sides of the streets. Views north on University Avenue continue beyond the study area but terminate at the trees and landscaping around the Jerome Park Reservoir; views south on University Avenue extend several blocks beyond the study area and include St. Nicholas of Tolentine Church at

2345 University Avenue, a visual resource described below (see View 12 of **Figure 7-6**). Views north and south on Reservoir Avenue are obscured where the road divides just north the study area, at Strong Street, as well as at the intersection of West Kingsbridge Road. Views north on Aqueduct Avenue West terminate at apartment buildings on the north side of West Kingsbridge Road; views north on Grand and Davidson Avenues also terminate at West Kingsbridge Road but include views to the Armory. Views south on these streets continue for longer distances but without any notable focal points. Views north and south on Jerome Avenue continue for long distances but are obscured by the columns of the viaduct structure that extends above Jerome Avenue. The resulting shadow below the viaduct also obscures views north and south on Jerome Avenue.

Because the superblock north of West 195th Street includes several ball fields, views southwest on Jerome Avenue extend through the superblock to include views to the Armory's north façade and the two National Guard buildings on the south side of West 195th Street (see View 16 of **Figure 7-8**). Views to the project site are also available from the No. 4 elevated train platform above Jerome Avenue east of the project site. Views north on Morris Avenue are uninterrupted, however, views south on Morris Avenue terminate at St. James Park. West of Jerome Avenue, views west on West Kingsbridge Road continue for long distances, though some views are limited by the curve of the road. Also because of the curve in the road, some views east on West Kingsbridge Road from west of the project site include views to the Armory. Other views east include the viaduct for the No. 4 train. East of Jerome Avenue, views west are largely obstructed by the No. 4 train viaduct, while views east continue for longer distances.

As described above, the No. 4 train viaduct is a visual resource in the study area as it spans above Jerome Avenue and is visible in views north and south on Jerome Avenue and also in views east and west across the study area's east-west streets (see Views 8 and 9 of **Figure 7-5**). There are no other visual resources in the study area.

There is one visual resource located outside the study area that is visible from within the study area: St. Nicholas of Tolentine Church, at University Avenue and Fordham Road (see View 12 of **Figure 7-6**). Due to the higher elevation of University Avenue in the study area, the neo-Gothic church is visible in views south on University Avenue from as far away as West 195th Street.

## **C. THE FUTURE WITHOUT THE PROPOSED PROJECT**

### **PROJECT SITE**

Absent the proposed actions, the Armory would be expected to remain in its current condition as a largely vacant building, and the portions of Reservoir Avenue and West 195th Street would not be demapped.

### **OTHER FUTURE PROJECTS**

There are no known development projects in the urban design and visual resources study area that are expected to be completed by 2013. Just outside this study area to the south are three small-scale development projects expected to be completed by 2010. They include the construction of a new three-story semi-attached residential building at 2595 Grand Avenue, a three-story semi-attached residential building at 2600 Grand Avenue, and the conversion of an existing single-family home to a three-family home at 2613 Grand Avenue. These projects



would not affect urban design or visual resources on the project site or in the study area as these projects are small in scale and are at too great a distance from the project site and other visual resources to result in any adverse impacts.

## **D. PROBABLE IMPACTS OF THE PROPOSED PROJECT**

### **PROJECT SITE**

#### *URBAN DESIGN*

In the future with the proposed project, the project site would be rezoned to allow new commercial uses to be developed in the Armory, including new retail, restaurant, health club, entertainment, parking, and community facility uses. The proposed project would improve the urban design of the project site by returning this long underutilized building to productive use, by removing the approximately ten-foot-tall chain-link fence from the perimeter of the project block, and by re-opening the building's entrances at the headhouse along West Kingsbridge Road and at the east façade along Jerome Avenue. The proposed cleaning, repairing, and restoring of the building's facades would improve the overall appearance of the Armory from all vantage points (see **Figure 7-9**). The removal of the corrugated opaque fiberglass panels from the east and west façade windows and replacement with transparent glass would further improve the appearance of the Armory. Natural features on the project site, including some trees, small grassy areas, and a small landscaped area with plantings near the headhouse entrance, would be altered with the proposed project; however, these changes would not be adverse as the proposed project would create a new, approximately 30,000-square-foot open space on the project site. The proposed project would somewhat alter the existing access driveways west of the Armory by relocating the access point from West 195th Street to Reservoir Avenue, creating one new curb cut and shifting the location of one existing curb cut on Reservoir Avenue. This would not significantly alter the appearance or context of the Armory. As described in Chapter 6, "Historic Resources," the proposed project would be subject to review and approval by the New York City Landmarks Preservation Commission (LPC) to ensure that the proposed alterations to this visual resource would be appropriate to its historic character and context.

The proposed demapping of the portion of Reservoir Avenue southwest of the Armory would allow the development of a new, approximately 30,000-square-foot public open space on the project site that would further contribute to an enlivened character on the project site. The demapping of a portion of the south side of West 195th Street between Jerome and Reservoir Avenues would provide additional land area for potential City redevelopment of the property on the north side of the Armory as an unrelated project, although no plans currently exist for such redevelopment.

While the demapping of sections of these two streets would somewhat alter the project site's block form, these changes would be minor and would not constitute a significant adverse effect to street pattern or block form. The creation of an approximately 30,000-square-foot public open space would add a new publicly-accessible amenity to the project site.

The proposed project would change the appearance of the Armory by removing the 10-foot-tall chain-link fence from its perimeter, restoring the Armory's facades, and returning the building to active use. These proposed changes would improve the streetscape of the project site and surrounding area (see **Figure 7-9**). Further, the proposed new uses would be consistent with existing uses in the study area. The proposed alterations to the Armory would also affect the



SOURCE: Related and GreenbergFarrow

NOTE: For Illustrative Purposes Only

Proposed Project  
View to the Project Site from Kingsbridge Road and Reservoir Avenue  
**Figure 7-9**

**THE SHOPS AT THE ARMORY**

## **The Shops at the Armory FEIS**

---

building's interior. These changes would not affect the Armory's arrangement on the project site, and no new structures would be developed on the project site. The proposed project also would not affect the bulk of the Armory, as there would be no significant additions to the exterior of the building. The required egress components at the building's north façade and the reconfiguration of the building's west façade entrances would not adversely affect the Armory's bulk.

### *VISUAL RESOURCES*

As described above, the proposed changes to the Armory would contribute to the integrity of the building as a visual resource. Views to the Armory from adjacent sidewalks would be positively affected by the proposed project, as the Armory's facades would be cleaned, repaired, and restored, and the building would be returned to active use. The proposed project would positively affect this visual resource. Although the creation of the proposed, approximately 30,000-square-foot open space would somewhat alter the context of the Armory in immediately-adjacent views from the south and west, the new open space would not alter views to the Armory from the east and north. Further, the changes to these views of the Armory would not be considered adverse, as the proposed open space would add new uses and activity to the project site where none currently exists.

Visual resources that can be seen from the publicly-accessible sidewalks adjacent to the project site would not be adversely affected by the proposed project. Views to the No. 4 train viaduct, a visual resource immediately adjacent to the Armory's east façade, would not be adversely affected by the proposed project. Some views east from the project site along West Kingsbridge Road to the No. 4 train viaduct would be improved with the addition of the proposed, approximately 30,000-square-foot, publicly-accessible open space. The context of the No. 4 train viaduct would also be improved in the area adjacent to the Armory's re-opened entrances on Jerome Avenue as these changes would enliven the area with new pedestrian activity below this part of the viaduct. Therefore, no significant adverse impacts to visual resources on or visible from the project site would occur with the proposed project.

## **STUDY AREA**

### *URBAN DESIGN*

#### *Street Pattern, Block Form, and Natural Features*

The proposed project would somewhat alter the street pattern in the study area by demapping a small portion of Reservoir Avenue southwest of the Armory in order to create the new, approximately 30,000-square-foot public open space on the project site. The creation of this open space would involve the reconfiguration of the Barnhill Triangle. Some trees on the Barnhill Triangle would be removed and could be replaced within the new open space. A portion of the south side of West 195th Street would also be demapped to provide additional land area for potential City use of the property on the north side of the Armory as an unrelated project, although no plans currently exist for such redevelopment. While the demapping of sections of these two streets would somewhat alter the project site's block form, these changes would be minor and would not adversely affect the street pattern or block form of the study area. These proposed changes would not be expected to result in any adverse affects to these urban design elements. Further, the proposed project would not affect the existing bicycle routes on



University or Goulden Avenues, the bicycle route planned for the Grand Concourse, or any existing or planned portions of the Bronx Greenway.

*Building Arrangements*

The proposed project would not affect building arrangements in the study area. The proposed alterations to the Armory would affect the building's interior, but would not change its arrangement on the project site, and no new structures would be developed on the project site or in the study area. Therefore, the proposed project would not have any adverse impacts on building arrangements in the study area.

*Building Bulk, Use, and Type*

The proposed project would not affect the bulk of the Armory or any buildings in the study area as the required egress components on the building's north façade and the reconfiguration of entrances on the building's west façade would not significantly affect the building's bulk. The Armory would be developed with new commercial, entertainment, open space, community facility, and accessory parking uses that would be consistent with the variety of existing types of uses in the study area. The proposed project would add a new open space to a neighborhood where several smaller and larger open spaces already exist. The proposed project would reinforce the mix of building uses, types, and bulks in the study area and would not have any significant adverse effects to these urban design elements.

*Streetscape*

The proposed project would not adversely impact the streetscape of the study area. As described above, the proposed project would reopen the Armory's headhouse entrance on West Kingsbridge Road and secondary entrances on Jerome Avenue, and would create a new, approximately 30,000-square-foot public open space on the project site. The chain-link fence that presently surrounds the Armory would be removed. These changes would enliven the surrounding streetscape. The proposed demapping of a portion of the south side of West 195th Street would remove some existing on-street parking and would provide additional land area for potential City redevelopment of the property in the future. The proposed project would somewhat reconfigure the Barnhill Triangle and some trees on the Barnhill Triangle would be removed but would be replaced in kind. Therefore, the proposed project would not adversely affect any existing streetscape elements in the study area. Overall, the proposed project would be in keeping with the existing streetscape elements that characterize the study area. Further, it would not result in any adverse impacts to the streetscape in the study area, as it would improve the streetscape by adding new, active uses on the long underutilized project site.

*VISUAL RESOURCES*

The proposed project would not have any significant adverse impacts on visual resources. As described above, the proposed renovation of the Armory would improve the appearance of this visual resource and would enhance views to the Armory from the study area. The proposed new open space at the southwest corner of the project site would somewhat alter views on parts of West Kingsbridge Road and Reservoir Avenue, however, these changes would be an improvement over existing views to the Armory, as the building has an unused appearance and the project block is surrounded by a chain-link fence. The proposed project would not obstruct any significant view corridors or views of visual resources in the study area, nor would it limit access to any visual resource.

## **The Shops at the Armory FEIS**

---

The proposed project would not directly affect the No. 4 train viaduct, a visual resource. However, the proposed renovation of the Armory and the creation of the new public open space southwest of the Armory would be visible from some vantage points on the elevated platform for the Kingsbridge Road station and would improve the context of this visual resource from these vantage points, as the re-opened windows on the Armory's east façade and new uses within the building would contribute to the level of activity on the sidewalks surrounding the Armory. The proposed project would not affect views south on University Avenue that include St. Nicholas of Tolentine Church.

Overall, the proposed project would not adversely affect urban design or visual resources on the project site or in the study area. \*