

# Stevenson Commons EIS

## Chapter 2: Land Use, Zoning, and Public Policy

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### A. INTRODUCTION

Under 2020 *City Environmental Quality Review (CEQR) Technical Manual* guidance, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed project and determines whether that proposed project is compatible with those conditions or may affect them. Similarly, the analysis considers the Proposed Project's compliance with, and effect on, the area's zoning and other applicable public policies.

As discussed in Chapter 1, "Project Description," a series of land use actions (collectively, the "Proposed Actions") are being proposed to facilitate new residential and community facility development at Stevenson Commons in the Soundview neighborhood of Bronx Community District 9. The Stevenson Commons site (a.k.a. the "Project Area") at 1850 Lafayette Avenue (Block 3600, Lots 4, 10, 15, 20, 25, 30, 40, and 50) comprises the 679,000 square foot (sf) superblock bounded by Lafayette Avenue, White Plains Road, Seward Avenue, and Thieriot Avenue. The eastern portion of the site is currently developed with a mix of residential, retail, community facility, and/or accessory parking uses.

The Proposed Actions include:

- Modification to the previously approved Stevenson Commons large scale residential development (LSRD) (CP-22380) to update the previously approved plans and zoning calculations to reflect a proposed predominantly residential development that will be on Block 3600, Lots 4, 10, 15, 20, 30, 40, and 50, which is part of the same zoning lot as the previously approved development; and
- Amendment to the previously approved Stevenson Commons City-aided limited-profit housing project and plan on Block 3600, Lot 4 pursuant to Article 2 of the New York State Private Housing Finance Law (CP-22381) to reflect the land actually occupied by the existing Mitchell-Lama development.

In addition, construction financing for one or more buildings of the Proposed Project from City sources may be sought. Funding may be requested from the New York City Department of Housing Preservation and Development (HPD) and/or New York City Housing Development Corporation (HDC) under the Senior Affordable Rental Apartments (SARA) Program, the Open Door Program, the Extremely Low and Low-income Affordability (ELLA) financing program, and/or Mixed Income Program: Mix & Match. Additionally, funding may be requested from the State for competitive tax credits.

The Proposed Actions would facilitate new construction on the Stevenson Commons site that would result in an incremental (net) increase compared to No-Action conditions of approximately 735 affordable dwelling units (DUs), including 621 income-restricted housing units and 114 affordable units independent residences for seniors (AIRS), 33,995 gross square feet (gsf) of community facility uses, approximately 1.94 acres of publicly accessible open space, and a net decrease of 149 accessory parking spaces (the "Proposed Project"). New development would be spread across six new buildings on the Stevenson Commons site, and it is expected that the open space would include a variety of amenities and programming, including

tennis courts, pathways, gardens, landscaping, and seating. Access to the open space would be available to the general public, but the playground and tennis court facilities would be locked during the evening hours to ensure security. Construction of the Proposed Project is expected to begin in ~~early~~ the second quarter of 2021 with all components complete and operational by ~~mid-early~~ 2028.

## **B. PRINCIPAL CONCLUSIONS**

No significant adverse impacts on land use, zoning, or public policy are anticipated in the future with the Proposed Actions in the primary or secondary study areas in the 2028 analysis year. The Proposed Actions would not directly displace any land uses so as to adversely affect surrounding land uses, nor generate land uses that would be incompatible with land uses, zoning, or public policy in the secondary study area. The Proposed Actions would allow a new development containing a mix of residential and community facility uses in an area where there is a strong demand for these particular uses, and which is well-served by infrastructure and public transportation.

The Proposed Actions would be consistent with the Stevenson Commons LSRD plan, and would be built at a density and bulk compatible with the underlying R6 zoning. In addition, the Proposed Project facilitated by the Proposed Actions would be consistent with existing developments in the surrounding neighborhood, including the 16-story Carol Gardens Apartments, the eight- to 15-story NYCHA Monroe Houses, and the 21-story Park Lane Apartments, as well as neighboring planned projects, including the approved 14-story mixed-use development located at 1965 Lafayette Avenue, adjacent to the Project Area. As such, the Proposed Actions would result in a development that, in addition to being appropriate for the area, would complement the residential and community facility land use character of the secondary study area. As such, the Proposed Actions are not anticipated to result in significant adverse land use or zoning impacts.

Finally, based on the Waterfront Revitalization Program (WRP) Consistency Assessment Form (CAF) completed for the Proposed Project, which is provided in Appendix A, three policies required further assessment. As indicated below, the assessment provided herein found that the Proposed Project would be consistent with all applicable policies. The Proposed Actions would also be consistent with the public policies outlined in the *Statement of District Needs and Community Board Budget Requests for Bronx Community Board 9, Housing New York, Vision Zero, OneNYC*, and the *Mitchell-Lama Housing Program*. Therefore, the Proposed Project would not conflict with any applicable public policies.

## **C. METHODOLOGY**

The purpose of this chapter is to examine the effects of the Proposed Actions and determine whether or not they would result in any significant adverse impacts on land use, zoning, or public policy. The analysis methodology is based on the guidance of the *CEQR Technical Manual* and examines the Proposed Actions' consistency with land use patterns and development trends, zoning regulations, and other applicable public policies.

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy may be appropriate when a change in land use and zoning would occur and a preliminary assessment cannot succinctly describe land use conditions in the study area. As the Proposed Actions include a modification to a LSRD special permit that would result in changes to permitted densities, uses, and bulk, a detailed

assessment is necessary to provide a sufficient description and assessment of the effects of the Proposed Actions. In addition, a detailed assessment is needed to sufficiently inform other technical reviews and determine whether changes in land use could affect conditions analyzed in those technical areas. Therefore, this chapter includes a detailed analysis that involves a description of existing land uses within the directly affected area and the broader study area. Following the guidance of the *CEQR Technical Manual*, the detailed analysis describes existing and anticipated future conditions to a level necessary to understand the relationship of the Proposed Actions to such conditions, assesses the nature of any changes on these conditions that would be created by the Proposed Actions, and identifies those changes, if any, that could be significant or adverse.

## Analysis Year

The analysis year is the Proposed Project's anticipated completion date of 2028. Therefore, the future No-Action condition accounts for land use and development projects, initiatives, and proposals that are expected to be completed by 2028.

## Study Area Definition

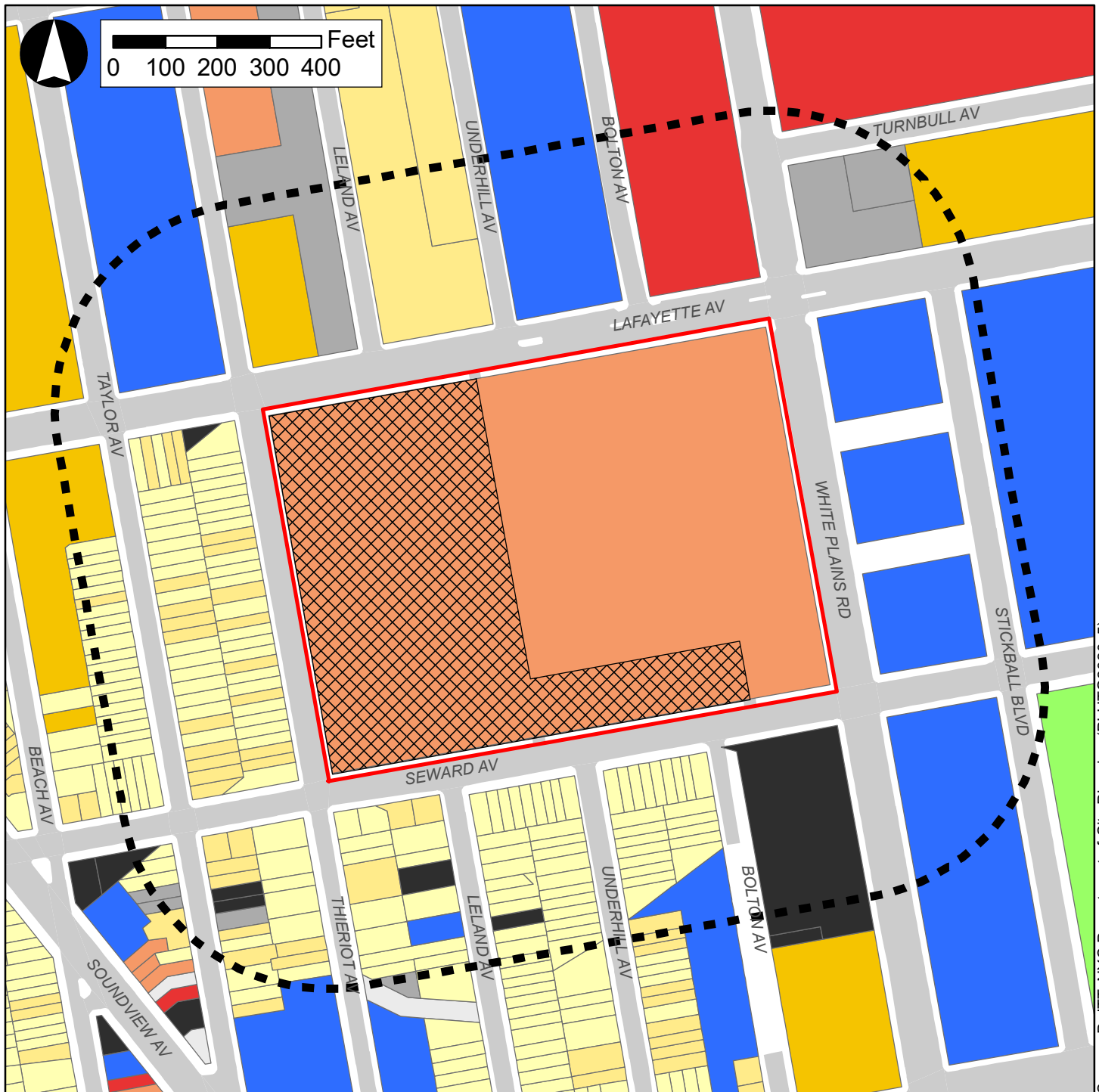
To identify and assess the direct and indirect effects of the Proposed Actions, this analysis has defined two study areas within which the Proposed Actions would have the potential to affect land use or land use trends. Following guidance provided in the *CEQR Technical Manual*, these include a primary study area, consisting of the Project Area subject to the LSRD special permit (Block 3600, Lots 4, 10, 15, 20, 25, 30, 40, and 50), which would be directly affected by the Proposed Actions, and a secondary study area encompassing properties that have the potential to experience indirect impacts as a result of the Proposed Actions. According to the *CEQR Technical Manual*, the appropriate size of the secondary study area for land use, zoning, and public policy is related to the type and size of the proposed development, as well as the location and context of the area that could be affected by the project. Study area boundaries vary according to these factors, with suggested study areas ranging from 400 feet for a small project to ~~0.5 miles~~ a half-mile radius for a very large project. Given the geographic scope of the Proposed Actions, affecting a single block, and the scale of the proposed development relative to the density of the surrounding area, a 400-foot radius from the Project Area has been selected as the secondary study area as it is considered unlikely that the Proposed Actions would have indirect effects beyond a 400-foot radius. As shown in Figure 2-1, the secondary study area extends to include Bronx lots within an approximate 400-foot ~~boundary~~ radius of the Project Area<sup>1</sup>, and extends to the midblock area between Lafayette Avenue and Story Avenue to the north, Stickball Boulevard to the east, the midblock area between Seward Avenue and Randall Avenue to the south, and the midblock area between Taylor Avenue and Beach Avenue to the west.

## Data Sources

Existing land uses were identified through a review of a combination of sources including field surveys and secondary sources, comprising the City's 2020 Primary Land Use Tax Lot Output (PLUTO™) data files, online Geographic Information Systems (GIS) databases such as the New York City Zoning and Land Use Map (ZoLa, <https://zola.planning.nyc.gov>), and NYCityMap (<http://gis.nyc.gov/doitt/nycitymap>). Other

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<sup>1</sup> The secondary study area includes tax lots that have 50 percent or more of their total lot area within a 400-foot radius of the Project Area.



Source: DoITT, NYC Department of City Planning (PLUTO2020v6)

**Legend**

- Primary Study Area (Project Area)
- Secondary Study Area (400-Foot Radius)
- Development Site

**Land Use**

- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing

- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data

publications and approved environmental review documents that have been completed for projects in the study areas were also consulted, many of which are discussed in the “Public Policy” section, below. New York City Zoning Maps and the *Zoning Resolution of the City of New York* (ZR) were consulted to describe existing zoning districts in the study areas and provided the basis for the zoning evaluation of the future No-Action and With-Action conditions. Relevant public policies, recognized by the New York City Department of City Planning (DCP) and other City agencies were utilized to describe existing public policies pertaining to the study areas.

## D. EXISTING CONDITIONS

### Existing Conditions

#### Land Use

##### *PRIMARY STUDY AREA/PROJECT AREA*

The primary study area comprises the 679,000 -sf superblock bounded by Lafayette Avenue to the north, White Plains Road to the east, Seward Avenue to the south, and Thieriot Avenue to the west. The site is occupied by a nine-building Mitchell-Lama housing development and contains a total of 990,050 gsf, including approximately 914,634 gsf of residential uses (948 affordable rental DUs), 10,648 gsf of local retail uses, 36,214 gsf of community facility uses (health center), and 570 at-grade accessory parking spaces. ~~It should be noted however that~~ However, only 462 of the 570 spaces are currently functional, as a portion of the parking square footage is used for onsite maintenance and storage. As shown in Figure 1-2 in Chapter 1, “Project Description,” the nine buildings, which range in height from six- to 24-stories, are all located on the eastern portion of the block and are oriented around a central private open space. The western portion of the block is occupied by surface accessory parking spaces and private open spaces encompassing private tennis and handball courts. These private open spaces, which also include passive grassy areas, total approximately 3.1 acres, and are used exclusively by current residents, although the grass field is currently not operational for the tenants due to safety concerns. The primary study area is served by various public transit options, including ferry service at the Soundview Ferry Terminal in Clason Point Park, several New York City Transit (NYCT) local bus routes along the major thoroughfares of White Plains Road, Lafayette Avenue, and Soundview Avenue (Bx5, Bx27, Bx36, and Bx39), and NYCT subway service (No. 6 train) along Westchester Avenue.

##### *SECONDARY STUDY AREA*

The secondary study area encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions. The secondary study area includes portions of 18 blocks and extends to the midblock area between Lafayette Avenue and Story Avenue to the north, Stickball Boulevard to the east, the midblock area between Seward Avenue and Randall Avenue to the south, and the midblock area between Taylor Avenue and Beach Avenue to the west. As shown in Table 2-1, the secondary study area is predominantly residential in character, with residential land uses representing approximately 62.1 percent of lot area and approximately 84.7 percent of built floor area in the secondary study area. Although the vast majority of residential uses in the secondary study area are one- and two-family residential buildings, multi-family walkup and multi-family elevator buildings together comprise a significant portion of the ~~secondary study area~~ area in the secondary study area, representing approximately 16.4 percent of lot area and approximately 39.6 percent of built floor area.

As shown in Figure 2-1, residential land uses are concentrated in the southwestern portion of the secondary study area.

**TABLE 2-1**  
**Existing Land Uses within the Secondary Study Area**

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	168	91.8	447,424	62.1	575,067	84.7
One- & Two-Family Buildings	134	73.2	329,444	45.8	306,241	45.1
Multi-Family Walkup Buildings	33	18.0	83,917	11.7	92,772	13.7
Multi-Family Elevator Buildings	1	0.5	34,063	4.7	176,054	25.9
Mixed Commercial/Residential Buildings	0	0.0	0	0.0	0	0.0
Commercial/Office Buildings	0	0.0	0	0.0	0	0.0
Industrial/Manufacturing	0	0.0	0	0.0	0	0.0
Transportation/Utility	0	0.0	0	0.0	0	0.0
Public Facilities & Institutions	4	2.2	128,567	17.9	103,669	15.3
Open Space	0	0.0	0	0.0	0	0.0
Parking Facilities	5	2.7	52,414	7.3	0	0.0
Vacant Land	6	3.3	91,520	12.7	0	0.0
<b>Total</b>	<b>183</b>	<b>100.0</b>	<b>719,925</b>	<b>100.0</b>	<b>678,736</b>	<b>100.0</b>

Source: 2020 New York City PLUTO™ data files, PHA field visits.

Notes: Total lot areas and built areas included for all lots which have 50 percent or more of their total lot area within a 400-foot radius of the primary study area.

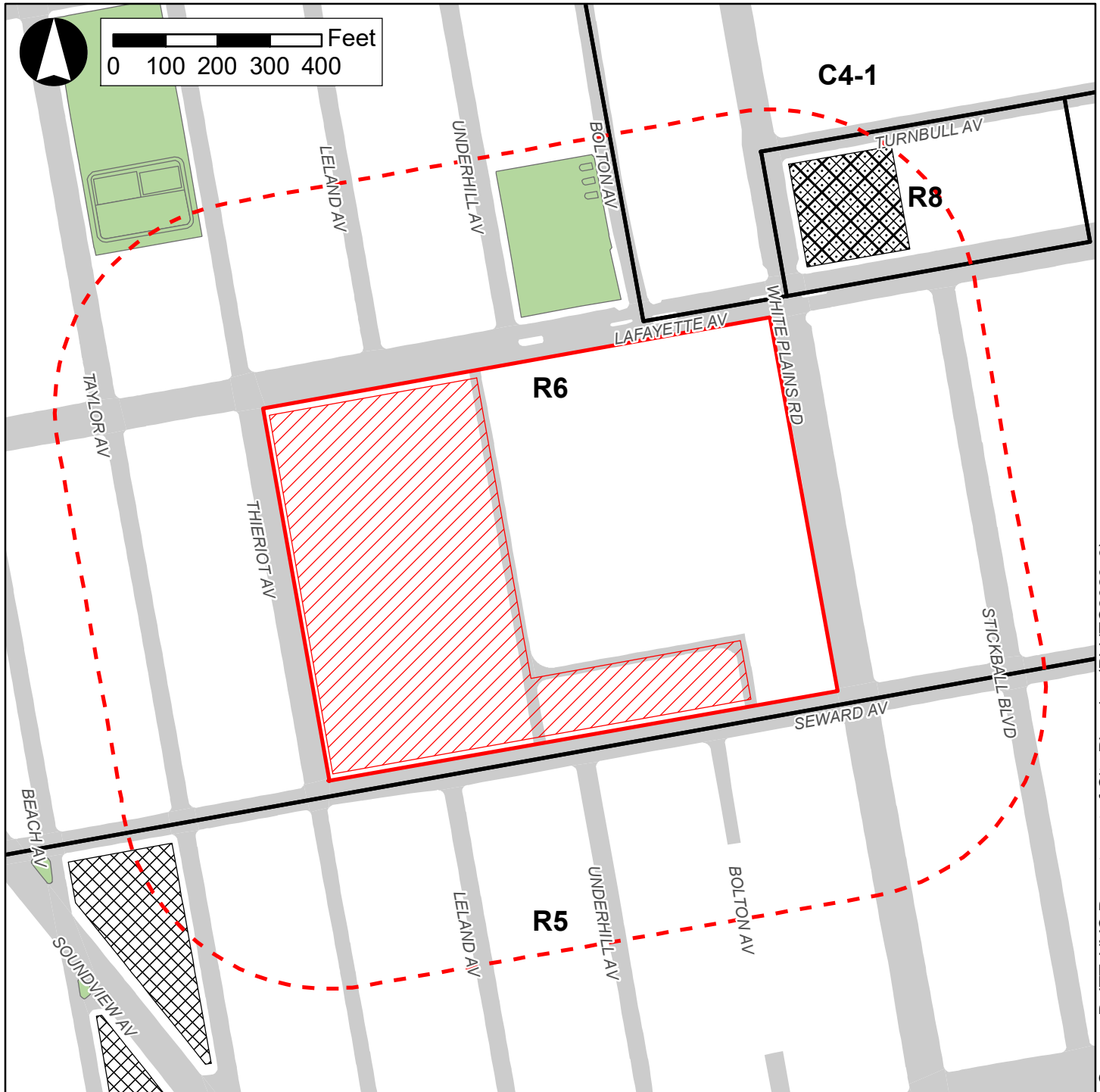
Other land uses in the secondary study area include public facilities and institutions, parking facilities, and vacant land. As shown in Figure 2-1, public facilities and institutions are concentrated along White Plains Road and Lafayette Avenue. Although they represent less than three percent of lots in the secondary study area, public facilities and institutions comprise approximately 17.9 percent of lot area and approximately 15.3 percent of built floor area in the secondary study area (refer to Table 2-1). Public facilities and institutions located in the secondary study area include a U.S. Postal Service (USPS) facility, a nursing/rehabilitation center, and a church.

Parking facilities, which represent approximately 2.7 percent of lots and approximately 7.3 percent of lot area in the secondary study area, include accessory parking lots and vehicle storage lots. The secondary study area also contains approximately six lots of vacant land, which represent approximately 3.3 percent of lots and approximately 12.7 percent of lot area in the secondary study area. The secondary study area does not contain mixed-use commercial/residential, commercial/office, industrial/manufacturing, transportation/utility, or open space uses.

## Zoning

### PRIMARY STUDY AREA/PROJECT AREA

As shown in Figure 2-2, the primary study area is currently zoned R6. R6 zoning districts are widely mapped in built-up, medium-density areas of Brooklyn and the Bronx. The character of R6 districts can range from neighborhoods with a diverse mix of building types and heights to large-scale “tower in the park” developments. Developers in R6 districts can choose between two sets of bulk regulations: standard “Height Factor” regulations, which produce small multi-family buildings on small zoning lots and tall buildings set back from the street on larger zoning lots; or optional “Quality Housing” regulations, which



Source: DoITT, NYC Department of City Planning (PLUTO2020v3)

**Legend**

- Primary Study Area (Project Area)
- Secondary Study Area (400-Foot Radius)
- Development Site
- R6** Zoning District Boundaries
- C1-2 Overlay
- C2-4 Overlay
- Open Space

produce high lot coverage buildings within height limits that often reflect the scale of older, pre-1961 apartment buildings. Under Height Factor regulations, the maximum permitted residential floor area ratio (FAR) ranges from 0.78 (for a single-story building) to 2.43 at a typical height of 13 stories; the open space ratio (OSR) ranges from 27.5 to 37.5. Community facility uses are permitted up to 4.8 FAR in R6 districts under both Height Factor and Quality Housing regulations. Under Quality Housing regulations, the maximum permitted FAR is 3.0 on wide streets outside of the Manhattan Core and 2.2 on narrow streets. In R6 districts, off-street parking is generally required for 70 percent of DUs, although the required parking for income-restricted housing units (IRHU<sub>s</sub>) is for 25 percent of DUs; parking can be waived if five or fewer spaces are required. For buildings developed pursuant to Quality Housing regulations, parking is required for 25 percent of IRHU<sub>s</sub> and for 50 percent of DUs that are not classified as IRHU<sub>s</sub>.

The existing buildings in the primary study area were developed pursuant to Height Factor regulations and have an existing built FAR of 1.30, including a residential FAR of 1.23, a community facility FAR of 0.05, and a commercial FAR of 0.02. While commercial uses are not typically permitted in R6 districts (absent the mapping of a commercial overlay), a limited amount of commercial floor area (no more than two percent of the total floor area in the development) is allowed in the primary study area pursuant to the LSRD special permit approved by the City Planning Commission (CPC) in 1973. With a built FAR of 1.30, the primary study area is underbuilt pursuant to existing zoning regulations; however, no new development can occur on the site, as its development is limited to the plan approved in the 1973 LSRD special permit.

## *SECONDARY STUDY AREA*

As presented in Figure 2-2, the R6 district mapped on the primary study area extends to the northern, eastern, and western portions of the secondary study area. As also shown in Figure 2-2, other zoning districts present in the secondary study area include R5, R8, and C4-1 districts. C1-2 and C2-4 commercial overlays are also mapped within the secondary study area. A description of each of these zoning designations is provided below.

### R5

The blocks located to the south of the primary study area, directly across Seward Avenue, are zoned R5. R5 zoning districts typically produce three- and four-story attached houses and small apartment houses. With a height limit of 40 feet (and maximum streetwall height of 30 feet), R5 districts provide a transition between lower- and higher-density neighborhoods and are widely mapped in Brooklyn, Queens, and the Bronx. R5 districts permit residential uses up to 1.25 FAR and community facility uses up to 2.0 FAR. Apartment houses in R5 districts are required to provide two side yards, each at least eight feet wide, and off-street parking is required for 85 percent of DUs, although the required parking for IRHUs is ~~for~~ 42.5 percent of DUs.

### R8

The western portion of the block bounded by White Plains Road, Turnbull Avenue, Pugsley Avenue, and Lafayette Avenue was rezoned from R6 to R8 in 2017 (ULURP No. 170392ZMX). R8 zoning districts are mapped in high-density areas of Brooklyn, the Bronx, and Manhattan. Developers in R8 districts can choose between Height Factor regulations or optional Quality Housing regulations. Buildings developed in R8 districts pursuant to Height Factor regulations have a maximum residential FAR of 6.02 and a maximum community facility FAR of 6.5, while buildings developed in R8 districts pursuant to the optional Quality Housing regulations have a maximum residential FAR of 7.2 (on a wide street) and a maximum



community facility FAR of 6.5. Off-street parking is required for 40 percent of DUs (or 12 percent of DUs for IRHUs) and parking requirements are the same for Height Factor and Quality Housing buildings.

#### C4-1

The blocks located to the northeast of the primary study area are zoned C4-1. This area was rezoned from R6 to C4-1 in 1966. C4 zoning districts are mapped in regional centers located outside of central business districts where specialty and department stores, theaters, and office uses serve a larger region than neighborhood shopping areas. C4-1 districts are the lowest density C4 districts, and also have the highest parking requirements of C4 districts. Specifically, commercial uses are permitted up to 1.0 FAR and one accessory parking space is required for every 150 sf of retail space. C4-1 districts are R5-equivalent districts; as such, residential and community facility uses are also permitted up to 1.25 FAR and 2.0 FAR, respectively.

#### Commercial Overlays

Within the secondary study area, a C1-2 commercial overlay is mapped on Block 3558, bounded by Beach, Seward, Soundview, and Taylor Avenues, and a C2-4 commercial overlay is mapped on the western portion of Block 3672, featuring frontage on Lafayette and Turnbull Avenues and White Plains Road. C1 and C2 commercial overlays are mapped along streets that serve local retail needs and are found extensively throughout the City's medium-density neighborhoods. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors; C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services. When mapped in R1-R5 zoning districts, C1 and C2 commercial overlays permit up to 1.0 FAR of commercial uses; up to 2.0 FAR of commercial uses are permitted when mapped in R6-R10 zoning districts. C1 and C2 commercial overlays vary in their parking requirements; generally, the lower the numerical suffix, the more off-street parking is required.

### **Public Policy**

In addition to zoning, officially adopted and promulgated public policies also describe the intended use applicable to an area or particular site(s) in New York City. These include Urban Renewal Plans, 197-a Plans, Industrial Business Zones (IBZs), the New York City Comprehensive Waterfront Plan, the Criteria for the Location of City Facilities ("Fair Share" criteria), Solid Waste Management Plan, Business Improvement Districts ("BIDs"), the New York City Landmarks Law, the Waterfront Revitalization Program ("WRP"), and OneNYC. Some of these policies have regulatory status, while others describe general goals. They can help define the existing and future context of the land use and zoning of an area.

Public policies applicable to both the primary and secondary study areas are discussed below. The Proposed Actions' consistency with each of these public policies is assessed in the "The Future with the Proposed Actions (With-Action Condition)" section of this chapter.

#### ***Statement of District Needs and Community Board Budget Requests for Bronx Community Board 9***

Community Boards issue an annual *Statement of District Needs and Community Board Budget Requests* and submit the document to the City, as required by the City Charter. These documents can play an important role in consultations of community boards with agencies, elected officials, and other key stakeholders on a broad range of local planning and budget priorities. These tools also provide a valuable

public resource for neighborhood planning and research purposes and are used by a wide audience seeking information about New York City's diverse communities.

The most recent *Statement* by CB 9 for Fiscal Years 2020 – 2021 identifies the three most pressing issues facing the community district as affordable housing, crime, and neighborhood preservation (development trends). Specific concerns related to these issues include the need to provide affordable housing for seniors and other low-income individuals. No specific concerns related to crime or neighborhood preservation were identified.

### ***Housing New York***

On May 5, 2014, New York City released *Housing New York*, a ten-year strategy to build and preserve affordable housing throughout the City in coordination with strategic infrastructure improvements to foster a more equitable and livable New York City through extensive community engagement processes. The 2014 plan outlined more than 50 initiatives to support the administration's goal of building or preserving 200,000 units of high-quality affordable housing to meet the needs of more than 500,000 people by 2024. The 2014 plan outlined five guiding policies and principles to meet this goal: fostering diverse, livable neighborhoods; preserving the affordability and quality of the existing housing stock; building new affordable housing for all New Yorkers; promoting homeless, senior, supportive, and accessible housing; and refining City financing tools and expanding funding sources for affordable housing.

Subsequently, on October 24, 2017, the City released *Housing New York 2.0*, which increased the affordable housing goal to 300,000 units by 2026. The updated and expanded plan outlines six goals: (1) creating more homes for seniors; (2) helping New Yorkers buy a piece of their neighborhoods; (3) building a firewall against displacement; (4) protecting affordability at Mitchell-Lama buildings; (5) capitalizing on advances in technology and innovative design to expand modular building and micro-units; and (6) unlocking the potential of vacant lots.

### ***Vision Zero***

The City's *Vision Zero* initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. In an effort to drive these fatalities down, the New York City Department of Transportation (DOT) and the New York City Police Department (NYPD) developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. These plans pinpoint the conditions and characteristics of pedestrian fatalities and severe injuries; they also identify priority corridors, intersections and areas that disproportionately account for pedestrian fatalities and severe injuries, prioritizing them for safety interventions. The plans outline a series of recommended actions comprised of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on city streets that lead to pedestrian fatality and injury.

The *Vision Zero Bronx Pedestrian Safety Action Plan* was released in 2015 and updated in 2019. Within the study areas, the plan identifies White Plains Road and Soundview Avenue as "Priority Corridors" and no "Priority Intersections" or "Priority Areas" were identified. The *Vision Zero Bronx Pedestrian Safety Action Plan* identified a series of engineering/planning, enforcement, and education/awareness campaign strategies to enhance pedestrian safety along the borough's Priority Corridors and at Priority Intersections. These strategies included measures such as reducing the speed limit to 25 miles per hour, expanding exclusive pedestrian crossing time, installing additional lighting around key transit stops,

expanding the bicycle network, prioritizing targeted enforcement and deploying speed cameras, and targeting intensive street-level outreach.

### ***PlaNYC 2030/OneNYC (Previously PLANYC)***

In 2011, the Mayor’s Office of Long Term Planning and Sustainability released an update to *PlaNYC: A Greener, Greater New York*. PlaNYC represents a comprehensive and integrated approach to planning for New York City’s future. It includes policies to address three key challenges that the City faces over the next twenty years: population growth; aging infrastructure; and global climate change. In the 2011 update, elements of the plan were organized into ten categories—housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change—with corresponding goals and initiatives for each category. As stated in the *CEQR Technical Manual*, a project is generally considered consistent with PlaNYC’s goals if it includes one or more of the following elements:

- *Land Use*: pursue transit-oriented development; preserve and upgrade current housing; promote walkable destinations for retail and other services; reclaim underutilized waterfronts; adapt outdated buildings to new uses; develop underused areas to knit neighborhoods together; deck over rail yards, rail lines, and highways; extend the Inclusionary Housing Program in a manner consistent with such policy; preserve existing affordable housing; and redevelop brownfields.
- *Open Space*: complete underdeveloped destination parks; provide more multi-purpose fields; install new lighting at fields; create or enhance public plazas; plant trees and other vegetation; upgrade flagship parks; convert landfills into parkland; increase opportunities for water-based recreation; and conserve natural areas.
- *Water Quality*: expand and improve wastewater treatment plants; protect and restore wetlands, aquatic systems, and ecological habitats; expand and optimize the sewer network; build high level storm sewers; expand the amount of green, permeable surfaces across the City; expand the Bluebelt system; use “green” infrastructure to manage stormwater; be consistent with the Sustainable Stormwater Management Plan; build systems for on-site management of stormwater runoff; incorporate planting and stormwater management within parking lots; build green roofs; protect wetlands; use water-efficient fixtures; and adopt a water conservation program.
- *Transportation*: promote transit-oriented development; promote cycling and other sustainable modes of transportation; improve ferry services; make bicycling safer and more convenient; enhance pedestrian access and safety; facilitate and improve freight movement; maintain and improve roads and bridges; manage roads more efficiently; increase capacity of mass transit; improve and expand bus service; improve local commuter rail service; and improve access to existing transit.
- *Air Quality*: promote mass transit; use alternative fuel vehicles; install anti-idling technology; use retrofitted diesel trucks; use biodiesel in vehicles and in heating oil; use ultra-low sulfur diesel and retrofitted construction vehicles; use cleaner-burning heating fuels; and plant street trees and other vegetation.
- *Energy*: exceed the energy code; improve energy efficiency in historic buildings; use energy efficient appliances, fixtures, and building systems; participate in peak load management systems, including smart metering; repower or replace inefficient and costly in-City power plants; build distributed generation power units; expand the natural gas infrastructure; use renewable

energy; use natural gas; install solar panels; use digester gas for sewage treatments plants; use energy from solid waste; and reinforce the electrical grid.

- *Natural Resources*: plant street trees and other vegetation; protect wetlands; create open space; minimize or capture stormwater runoff; and redevelop brownfields.
- *Solid Waste*: promote waste prevention opportunities; increase the reuse of materials; improve the convenience and ease of recycling; create opportunities to recover organic material; identify additional markets for recycled materials; reduce the impact of the waste systems on communities; and remove toxic materials from the general waste system.

In April 2015, *One New York: The Plan for a Strong and Just City* (OneNYC) was released by the de Blasio administration, building upon the sustainability goals established by PlaNYC. Sustainability and resiliency remain the core goals of OneNYC, but with the poverty rate remaining high and income inequality continuing to grow, the de Blasio administration added equity as a guiding principle throughout the plan. In addition to the focuses of population growth, aging infrastructure, and global climate change, OneNYC brings new attention to additional concerns. OneNYC includes updates on the progress towards the 2011 sustainability initiatives and 2013 resiliency initiatives, with additional goals and new initiatives under the organization of four visions: growth, equity, resiliency, and sustainability.

Goals of the plan are to make New York City:

- A Growing, Thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.
- A Just and Equitable City by raising the minimum wage, expanding early childhood education, improving health outcomes, making streets safer, and improving access to government services.
- A Sustainable City by reducing greenhouse gas emissions, diverting organics from landfills to attain Zero Waste, remediating contaminated land, and improving access to parks.
- A Resilient City by making buildings more energy efficient, making infrastructure more adaptable and resilient, and strengthening coastal defenses.

As the *CEQR Technical Manual* has yet to be updated to address the approach of OneNYC, the PlaNYC sustainability assessment, as described below, will continue to be utilized on large publicly-sponsored projects.

### ***Mitchell-Lama Housing Program***

The Limited Profit Housing Companies Act was created in 1955 for the purpose of building affordable housing for middle-income residents. The housing developed under this program is more commonly known as “Mitchell Lama” housing. It is officially embodied in the Private Housing Finance Law and is designed to accommodate the housing needs of moderate-income families. There are both New York City-supervised Mitchell Lama developments and New York State-supervised Mitchell Lama developments.

There are currently 68 State-supervised and 109 City-supervised Mitchell Lama developments in New York City comprising over 100,000 apartments, combined; the existing buildings located on the Stevenson Commons property were developed as part of the Mitchell-Lama Housing Program in 1973. In exchange for low-interest mortgage loans and real property tax exemptions, the Mitchell-Lama Housing Program requires limitations on profits and income limits on tenants. The New York State Department of Housing

and Community Renewal (HCR) has supervision over State-supervised Mitchell Lama developments, whereas HPD supervises waiting lists, management issues, and has other oversight responsibilities over the City-supervised Mitchell Lama developments, with some City-sponsored developments under shared supervision by HPD and the U.S. Department of Housing and Urban Development (HUD). Typically, after ~~twenty~~ 20 years from initial occupancy, housing companies are statutorily permitted to voluntarily dissolve (buyout) and leave the program; when developments buy out, they are no longer subject to the Mitchell-Lama Housing Program regulations, and apartments need not be kept affordable for moderate-income ~~facilities~~ families. Since 1991, developments built before 1974 that buy out and are located in areas subject to the Rent Stabilization Law or the Emergency Tenant Protection Act are covered by rent stabilization; in areas not subject to these laws or developments built in or after 1974, the buildings are no longer subject to regulation post-buyout.

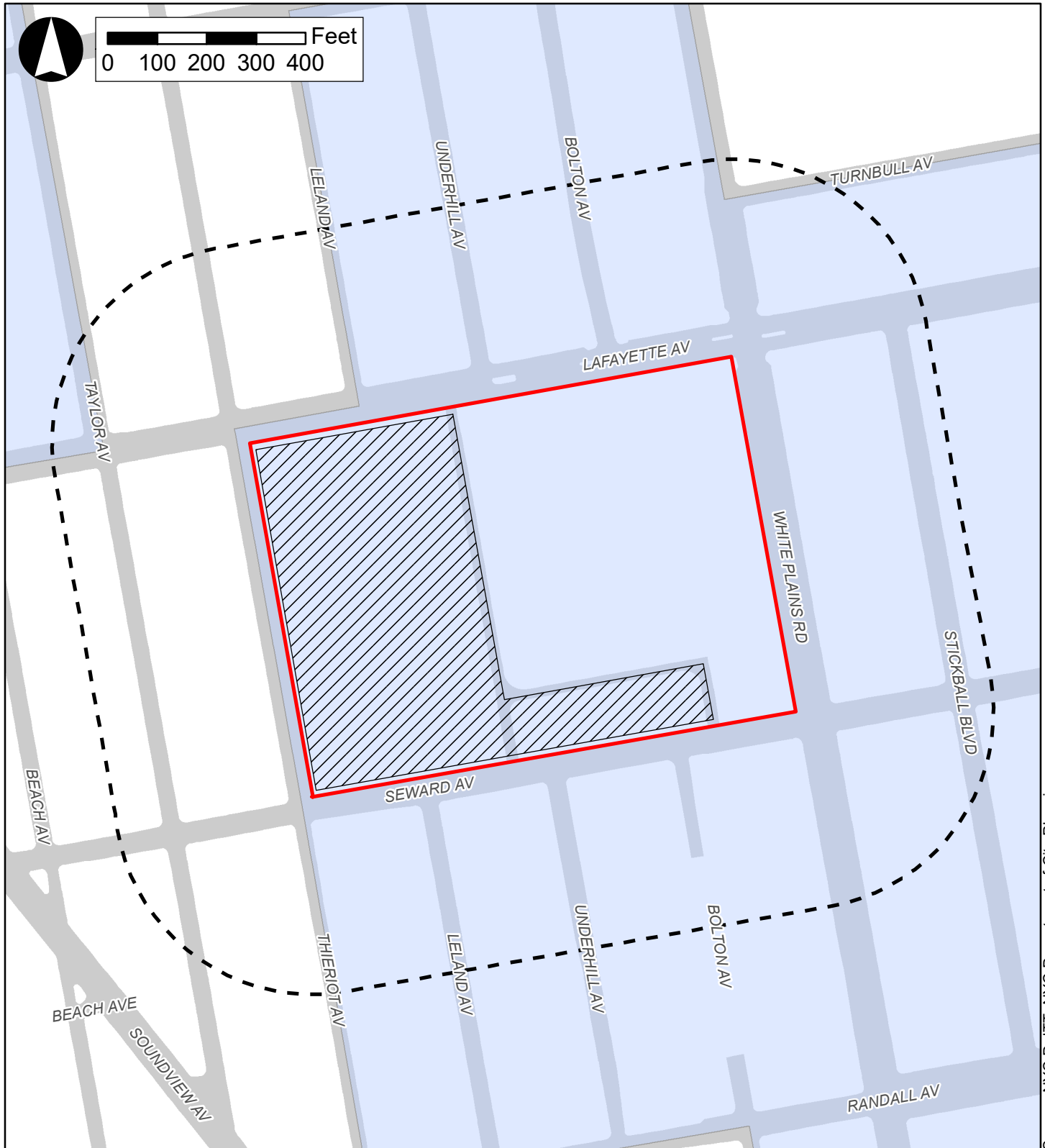
### ***Waterfront Revitalization Program (WRP)***

As illustrated in Figure 2-3, the entirety of the primary study area, as well as portions of the secondary study area, are located within the City's designated Coastal Zone. Projects that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's Waterfront Revitalization Program (WRP).

### ***LEGISLATIVE AND REGULATORY BACKGROUND***





The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to City, State, and Federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), which provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City WRP is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYS DOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the State level, and ~~the New York City Department of City Planning (NYC DCP)~~ DCP administers it at the City level. The WRP was revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers [USACE] and the U.S. Fish and Wildlife Service [USFWS]) adopted the City's ten WRP policies for most of the properties located within its boundaries.

In October 2013, the City Council approved revisions to the WRP in order to proactively advance the long-term goals laid out in [Vision 2020: The New York City Comprehensive Waterfront Plan](#), released in 2011. The changes solidify New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change considerations into its Coastal Zone Management Program. They also promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront. The NYSDOS approved the revisions to the WRP on February 3, 2016. The U.S. Secretary of Commerce concurred with the State's request to incorporate the WRP into the New York State CMP.



Source: NYC DoITT; NYC Department of City Planning

**Legend**

-  Primary Study Area (Project Area)
-  Development Site
-  Secondary Study Area (400-Foot Radius)
-  Coastal Zone Boundary

## NEW YORK CITY PANEL ON CLIMATE CHANGE: PROJECTIONS

In 2013, the New York City Panel on Climate Change (NPCC) released a report (*Climate Risk Information 2013: Observations, Climate Change Projections, and Maps*) outlining New York City-specific climate change projections to help respond to climate change and accomplish PlaNYC goals, which are described below. The 2013 NPCC report predicted future City temperatures, precipitations, sea levels, and extreme event frequency for the 2020s and 2050s. Subsequently, in January 2015, the Second NPCC (NPCC2) released an updated report that presented the full work of the NPCC2 from January 2013 to 2015 and includes temperature, precipitation, sea level, and extreme event frequency predictions for the 2081 to 2100 time period. While the projections will continue to be refined in the future, current projections are useful for present planning purposes and to facilitate decision-making in the present that can reduce existing and near-term risks without impeding the ability to take more informed adaptive actions in the future. Specifically, the NPCC2 report predicts that mean annual temperatures will increase by 2.0 to 2.8°F, 4.1 to 5.7°F, 5.3 to 8.8°F, and 5.8 to 10.3°F by the 2020s, 2050s, 2080s, and 2100, respectively; total annual precipitation will rise by one to eight percent, four to 11 percent, five to 13 percent, and -one to +19 percent by the 2020s, 2050s, 2080s, and 2100, respectively; sea level will rise by four to eight inches, 11 to 21 inches, 18 to 39 inches, and 22 to 50 inches by the 2020s, 2050s, 2080s, and 2100, respectively; heat waves and heavy downpours are also very likely to become more frequent, more intense, and longer in duration, with coastal flooding very likely to increase in frequency, extent, and elevation.

## E. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

### Land Use

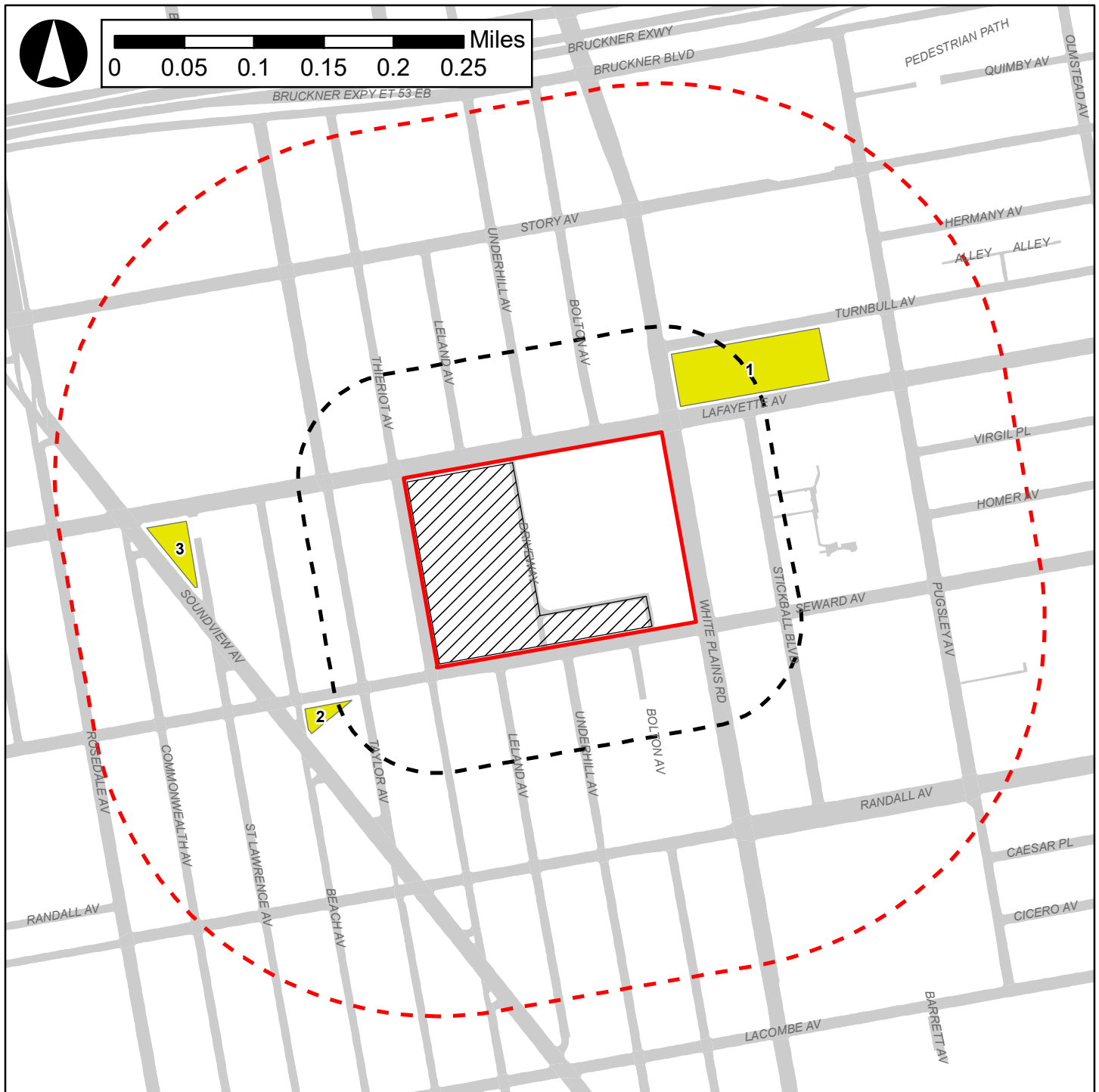
#### PRIMARY STUDY AREA/PROJECT AREA

In the 2028 future without the Proposed Actions, it is expected that no new development would occur within the Project Area. As such, the Project Area would continue to be occupied by 948 DUs, 10,648 gsf of local retail uses, and 36,214 gsf of community facility uses (health center).






#### SECONDARY STUDY AREA

There is one known and anticipated development project expected to be completed and occupied in the secondary study area by 2028, which is identified in Figure 2-4 and summarized in Table 2-2, below. This project will introduce 425 affordable DUs, 19,938 sf of local retail space, and approximately six parking spaces into the secondary study area.

For purposes of analyses provided in other chapters of this EIS, No-Action developments anticipated within a quarter-mile radius of the primary study area are also included in Table 2-2. As shown in Figure 2-4 and Table 2-2, including the one project located within the secondary study area, there are three projects in various stages of development within a quarter-mile radius of the primary study area. Combined, these three projects would introduce approximately 511 affordable DUs, approximately 28,578 sf of local retail space, approximately 22,000 sf of house of worship space, and approximately 26 parking spaces.



**Legend**

-  Primary Study Area (Project Area)
-  Secondary Study Area (400-Foot Radius)
-  Development Site
-  Quarter-Mile Radius
-  No-Build Developments (Refer to Table 2-2)



**TABLE 2-2**  
**No-Action Developments**

<i>Secondary Study Area (400-Foot Radius)</i>														
Map No. <sup>1</sup>	Project	Market-rate DUs	Affordable DUs	Residential (sf)	Local Retail (sf)	Commercial Office (sf)	Hotel Rooms	Gym/Health Club (sf)	Community Facility (sf)	House of Worship (sf)	Industrial (sf)	Parking Spaces	# of Floors	Build Year
1	1965 Lafayette Avenue	-	425	332,868	19,938	-	-	-	-	-	-	6	14	2020
<b>Subtotal</b>		-	<b>425</b>	<b>332,868</b>	<b>19,938</b>	-	-	-	-	-	-	<b>6</b>		
<i>Within a Quarter-Mile Radius</i>														
2	1806 Seward Avenue/654 Beach Avenue	-	-	-	8,640	-	-	-	-	-	-	-	1	Not Reported
3	760 Soundview Avenue	-	86	-	-	-	-	-	-	22,000	-	20	8	2022
<b>Total</b>		-	<b>511</b>	<b>332,868</b>	<b>28,578</b>	-	-	-	-	<b>22,000</b>	-	<b>26</b>		

**Notes:**

<sup>1</sup> Refer to Figure 2-4.

**Sources:** New York City Department of Buildings (DOB) Building Information System (BIS); 1965 Lafayette Avenue EAS (ULURP No. 170392ZMX); Articles from *YIMBY*.

## Zoning and Public Policy

In the 2028 future without the Proposed Actions, no changes to zoning or public policy in the primary or secondary study areas are anticipated in the 2028 No-Action condition.

## F. THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

As described in detail in Chapter 1, “Project Description,” the Proposed Actions include a minor modification to a ~~large-scale residential development (LSRD)~~ plan, a modification to the previously approved Stevenson Commons City-aided limited-profit housing project pursuant to Article 2 of the New York State Private Housing Finance Law (CP-22381), and potential public financing. This section describes the land use and zoning conditions that would result from the Proposed Actions by 2028 and evaluates the potential for the Proposed Actions to result in significant adverse impacts related to land use and zoning and their consistency with the applicable public policies described earlier in this chapter.

### Land Use

#### *PRIMARY STUDY AREA/PROJECT AREA*

The Proposed Actions would not result in changes to land uses in the primary study area, as compared to the No-Action condition.

Table 2-3, located on the following page, provides a summary of the No-Action and With-Action ~~scenarios~~ conditions identified for analysis purposes of the Proposed Actions. As indicated in the table, the Proposed Actions would result in an incremental (net) increase of 735 DUs, including ~~114 affordable~~ 621 income-restricted housing units for seniors and 114 AIRS units, 33,995 gsf of community facility space, approximately 1.94 acres of publicly accessible open space, and a net decrease of approximately 149 accessory parking spaces. Table 2-3 also provides an estimate of the number of residents and workers generated by the Proposed Actions.

**TABLE 2-3  
2028 No-Action & With-Action Land Uses – Primary Study Area (Project Area)**

Use		No-Action Scenario	With-Action Scenario	Increment
Residential	Affordable Senior Housing		114 DUs	+114 DUs
	Affordable Housing (Rental)	948 DUs	1,511 DUs	+563 DUs
	Affordable Housing (Co-op)	--	58 DUs	+58 DUs
	<i>Total Residential Units</i>	<i>948 DUs</i>	<i>1,683 DUs</i>	<i>+ 735 DUs</i>
Community Facility <sup>1</sup>		36,214 gsf	70,209 gsf	+33,995 gsf
Local Retail		10,648 gsf	10,648 gsf	No change
Parking Spaces		570 spaces	421 spaces	-149 spaces
Publicly Accessible Open Space <sup>2</sup>		--	1.94 acres (84,548 sf)	+1.94 acres (84,548 sf)
Population/Employment <sup>3</sup>		No-Action Scenario	With-Action Scenario	Increment
Residents		2,635 residents	4,533 residents	+1,898 residents
Workers		179 workers	310 workers	+131 workers

**Notes:**

<sup>1</sup> Community facility space includes an approximately 19,879 gsf child care center and approximately 14,116 gsf of indoor recreational space (e.g. classrooms, locker rooms, etc.) ~~associated with~~ for community recreational needs and in support of the adjacent tennis courts.

<sup>2</sup> Although Stevenson Commons currently includes approximately 3.1 acres of open space, in the form of tennis/handball courts and grassy areas, those spaces are private, currently fenced off and inaccessible to the general public and are therefore not included in the table. The With-Action condition acreage shown also does not include an additional 0.68 acres of private open space.

<sup>3</sup> Based on 2.78 persons per DU for all family units (2010 Census average household size for Bronx Community District 9) and an average of 1.5 persons per ~~unit~~ DU for the senior housing units. The estimate of workers is based on standard rates used in prior EIS documents, and are as follows: three employees per 1,000 sf of retail, one employee per 25 DU, and three employees per 1000 sf of community facility uses.

**SECONDARY STUDY AREA**

The Proposed Actions are not expected to affect land use patterns in the secondary study area. The consistency of the Proposed Actions with secondary study area land uses is discussed in the “Assessment” section, below.

**Zoning**

**PRIMARY STUDY AREA/PROJECT AREA**

As discussed in Chapter 1, “Project Description,” the Proposed Actions would not result in changes to zoning in the primary study area. The Applicant is requesting the following approvals:

1. Modification to the previously approved Stevenson Commons large scale residential development (LSRD) (CP-22380) to update the previously approved plans and zoning calculations to reflect the proposed predominantly residential development that will be on Block 3600, Lots 4, 10, 15, 20, 30, 40, and 50, which is part of the same zoning lot; and as the previously approved development; and
2. Amendment to the previously approved Stevenson Commons City-aided limited-profit housing project and plan pursuant to Article 2 of the New York State Private Housing Finance Law (CP-22381) to reflect the land actually occupied by the existing Mitchell-Lama development.

The Proposed Actions are necessary to allow for the production of new housing at Stevenson Commons, which is not currently permitted without the requested approvals. Absent the prior approvals, the proposed development of six new residential and mixed residential and community facility buildings with

approximately 735 total new income-restricted housing units could be developed as-of-right under R6 zoning.

#### *SECONDARY STUDY AREA*

The Proposed Actions are site-specific and would not alter zoning designations within the secondary study area surrounding the primary study area. The consistency of the Proposed Actions with zoning in the secondary study area is discussed in the “Assessment” section, below.

### **Public Policy**

No changes to the applicable primary or secondary study area public policies are proposed as part of the Proposed Actions. The consistency of the Proposed Actions with the applicable primary study area and secondary study area public policies are discussed in the “Assessment” section, below.

### **Assessment**

#### **Land Use**

##### *PRIMARY STUDY AREA*

The Proposed Actions would not result in significant adverse impacts to land use in the primary study area. The Proposed Actions would not directly displace existing land uses in such a way as to adversely affect surrounding land uses. The proposed mix of land uses would be consistent with, and complementary to the existing land uses already present within the primary study area. The primary study area is located in close proximity to public transportation and, therefore, is well-suited to accommodate new development. The Proposed Actions would also further activate the primary study area with a large amount of publicly -accessible open space.

##### *SECONDARY STUDY AREA*

The Proposed Actions would not result in significant adverse impacts to land use in the secondary study area. The secondary study area, which is predominantly residential in character, would not undergo any land use changes as a result of the Proposed Actions; the proposed changes would be limited to the primary study area and would introduce additional residential and community facility uses complementary to existing secondary study area land uses. A majority of the properties located within the secondary study area have not been the subject of new development, with the exception of the one No-Action development (summarized in Table 2-2) expected to be completed and occupied in the secondary study area by 2028. As exemplified by this No-Action development, the new residential and community facility uses provided in the Proposed Project would be consistent with, and complementary to, the planned land uses in the secondary study area. As such, the Proposed Actions would support existing land use trends in the secondary study area and would not introduce any new land uses that would be incompatible with their surroundings.

## Zoning

### *PRIMARY STUDY AREA*

According to the criteria set forth in Section 410 in Chapter 4 of the *CEQR Technical Manual*, the Proposed Actions would not result in significant adverse impacts on zoning in the primary study area. The Proposed Actions, which would not result in changes to zoning in the primary study area, would facilitate the development of underbuilt land with new affordable residential and community facility uses. As such, the proposed minor modifications would provide the regulatory framework for achieving the project goals of increasing affordable housing. The proposed minor modifications would result in a reconfigured site plan within the primary study area's Development Site, as well as a cohesive relationship between the buildings and open areas within the primary study area and the adjacent streets and neighborhood that would not be achievable without the proposed minor modifications. Furthermore, the Proposed Actions would only allow for site-specific minor modifications and would not alter the intent of the ~~Zoning Resolution ZR~~ as it applies to other properties in the City.

### *SECONDARY STUDY AREA*

The Proposed Actions would not result in significant adverse impacts on zoning in the secondary study area. The proposed minor modifications would not alter or increase the maximum residential and community facility densities that are presently allowed under the primary study area's existing R6 zoning. Therefore, the Proposed Actions would facilitate a development that would be built at a density and bulk that is within the range of what is currently allowed in the secondary study area.

## Public Policy

### *STATEMENT OF DISTRICT NEEDS AND COMMUNITY BOARD BUDGET REQUESTS FOR BRONX COMMUNITY BOARD 9*

The Proposed Actions are consistent with the Statement of District Needs in that they would facilitate the development of the Proposed Project, which would address issues and priorities identified by Bronx Community Board 9. Specifically, the Proposed Project would provide new affordable housing and would be consistent with existing land uses and development trends in the area surrounding the Project Area. The provision of an additional 735 affordable income-restricted DUs, including 114 ~~senior housing AIRS~~ units, would represent a substantial amount of affordable housing in Bronx Community Board 9. It is anticipated that the proposed affordable housing units would be marketed to households earning between 30 percent and ~~100-130~~ percent of Area Median Income (AMI). In addition to new affordable housing opportunities, the Proposed Project would introduce additional community facility and open space uses that would be complementary to surrounding land uses and serve ~~the~~ Bronx Community Board 9. Therefore, the Proposed Actions would be consistent with this public policy.

### *HOUSING NEW YORK*

The Proposed Actions are consistent with the Housing New York plan and would result in the development of a substantial amount of new affordable housing for low-, moderate-, and middle-income households. As noted above, it is expected that 100 percent of the additional dwelling units provided in the Proposed Project would be income-restricted. It is anticipated that the proposed affordable housing units would be marketed to households earning between 30 percent and ~~100-130~~ percent of AMI. Therefore, the Proposed Actions would be consistent with this public policy.

## VISION ZERO

As noted above, the City's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. The *Vision Zero Bronx Pedestrian Safety Action Plan* identified two Priority Corridors within the primary and secondary study areas, where targeted strategies should be implemented to meet the Vision Zero goal to eliminate all deaths from traffic crashes.

As discussed in Chapter 11, "Transportation," two intersections in the traffic and pedestrian study areas were identified as "high crash intersections," as defined by the *CEQR Technical Manual*. Improvements that could be employed to increase pedestrian safety at these high crash intersections could include installation of additional high visibility crosswalks and restriping the existing crosswalk markings as needed. As the Proposed Actions are not expected to significantly worsen pedestrian and vehicular safety conditions, the Proposed Actions would be consistent with this public policy.

## PLANYC 2030/ONENYC

The Proposed Actions are consistent with the goals of PlaNYC/OneNYC, as it would create additional affordable housing and contribute to the community and economic development of the Soundview neighborhood and the Bronx as a whole.

### Land Use

The Proposed Actions would be consistent with PlaNYC/OneNYC's land use goals. The Proposed Actions would facilitate the development of new residential and community facility uses on underutilized land that would help foster a more livable and walkable community.

### Open Space

The Proposed Actions would be consistent with PlaNYC/OneNYC's open space goals. The Proposed Actions would facilitate the development of approximately 1.94 acres of publicly accessible open space. In addition, as required by the ~~Zoning Resolution ZR~~, and in the interest of creating a more active and attractive streetscape, one street tree would be provided for every 25 feet of newly developed street frontage on the Development Site, as per ZR Sections 33-03 and 26-41.

### Water Quality

The Proposed Actions would be consistent with PlaNYC/OneNYC's water quality goals. The Proposed Actions would have to comply with all applicable regulations regarding the implementation of low-flow, water efficient fixtures, as per the New York City Plumbing Code, Local Law 33 of 2007 and the U.S. Environmental Protection Agency's (EPA's) WaterSense Program.

### Transportation

The Proposed Actions would be consistent with PlaNYC/OneNYC's transportation goals. The Proposed Actions would support PlaNYC/OneNYC's transportation goals by facilitating transit-oriented development in an area in close proximity to public transportation. A mix of uses are a key component of livable communities, providing destinations within walking distance and reducing the need for vehicle trips and travel outside of the neighborhood. In addition, as described in Chapter 11, "Transportation," the Proposed Actions are not expected to significantly worsen pedestrian and vehicular safety conditions.

### Air Quality

The Proposed Actions would be consistent with PlaNYC/OneNYC's air quality goals by promoting the use of mass transit through encouraging development in close proximity to existing public transportation. In addition, as discussed above, one street tree would be provided for every 25 feet of newly developed street frontage on the Development Site, in conformance with ZR Sections 33-03 and 26-41.

### Energy

The Proposed Actions would be consistent with PlaNYC/OneNYC's energy goals. As with all new development in New York City, the Proposed Project would be required to meet the green building practices established in the 2010 update to the New York City Building Code as part of the Greener, Greater Buildings Law. The updated Building Code requires energy audits and benchmarking for larger buildings.

### Natural Resources

The Proposed Actions would be consistent with PlaNYC/OneNYC's natural resources goals. The Proposed Actions and subsequent Proposed Project would not use a greenfield site where natural resources are present. As with all new developments in New York City on properties of this size, the Proposed Project would be required to ensure a maximum stormwater release rate of 0.25 cubic feet per second (cfs) or ten percent of the allowable flow from its respective property pursuant to the 2012 amendment to Title 15, Chapter 31 of the Rules of the City of New York (RCNY), the existing rules governing house and site connections to the City's sewer system. In addition, as discussed above, one street tree would be provided for every 25 feet of newly developed street frontage on the Development Site, in conformance with ZR Sections 33-03 and 26-41.

### Solid Waste

The Proposed Actions would be consistent with PlaNYC/OneNYC's solid waste management goals. The Proposed Actions would not result in any significant adverse impacts to the City's solid waste system. As with all properties in New York City, the Development Site would be subject to mandatory recycling requirements.

### **MITCHELL-LAMA HOUSING PROGRAM**

Stevenson Commons was developed as part of the Mitchell-Lama Housing Program in 1973. The goals of the program are to build affordable housing for middle-income residents. The Proposed Actions, which would facilitate the development of new, 100 percent affordable housing, would be consistent with the goals of the Mitchell-Lama Housing Program, in addition to furthering the current City policy mandate of creating additional affordable housing. Specifically, the Proposed Actions would facilitate the development of 735 affordable income-restricted DUs, including 114 ~~senior housing AIRS~~ units. The Proposed Actions would not change the status of the existing Mitchell Lama buildings located at Stevenson Commons, which would continue to be administered as part of the Mitchell-Lama Housing Program in the future with the Proposed Actions. As such, the Proposed Actions would be consistent with this public policy.

### **WATERFRONT REVITALIZATION PROGRAM (WRP)**

As noted above, the primary study area falls within the City's designated Coastal Zone (refer to Figure 2-3). Therefore, the Proposed Actions must be assessed for their consistency with the policies of the WRP. The WRP includes policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. The WRP Consistency Assessment Form (CAF) (see Appendix A) lists the WRP policies and indicates whether the Proposed Actions would promote or hinder each policy, or if that policy would not be applicable. This section provides additional information for the policies that have been checked "promote" or "hinder" in the WRP CAF. The WRP CAF prepared for the Proposed Development (WRP # 16-187) has been reviewed by DCP's Waterfront and Open Space Division.

#### **Policy 1: Support and facilitate commercial and residential development in areas well-suited to such development.**

*Policy 1.1: Encourage commercial and residential development in appropriate Coastal Zone areas.*

**Compliance Statement:** As mentioned above, the Project Area is not a waterfront site. The Development Site is located in an appropriate location for residential development as it is located in Soundview, a neighborhood with commercial and residential land uses that is well-served by existing infrastructure and public transportation. The Project Area is not located within a Significant Maritime and Industrial Area (SMIA), Special Natural Waterfront Area (SNWA), Priority Maritime Activity Zone (PMAZ), Recognized Ecological Complex (REC), or West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA), as defined in the WRP, and is therefore not located in a special area that may be inappropriate for the development of new residential uses.

Under the With-Action condition, six new buildings would be constructed within the Project Area. In the future with the Proposed Actions, the six new buildings would introduce approximately 735 DUs, including 114 ~~affordable AIRS units for seniors~~, approximately 33,995 gsf of community facility space, approximately 1.94 acres of publicly accessible open space, and a net decrease of approximately 149 accessory parking spaces. For these reasons, the Proposed Actions would promote Policy 1.1 of the WRP and would facilitate residential development in an area well-suited to such development.

*Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.*

**Compliance Statement:** The Proposed Actions would encourage new development in an area served by existing public facilities and infrastructure. As described throughout this EIS, the density of the Proposed Project is compatible with the capacity of surrounding roadways, mass transit, infrastructure, and essential community services. Directly adjacent to the Project Area, the Bx39 New York City Transit (NYCT) bus route runs along White Plains Road and provides local service between Wakefield and Clasons Point in the Bronx. The most proximate subway station serving the Project Area is the Parkchester (No. 6) Station, which is located approximately three-quarters of a mile to the north of the Project Area and is accessible via the Bx39 local bus route. The Bx39 also provides a direct connection to NYC Ferry's Soundview landing, which offers connections to East 90<sup>th</sup> Street, East 34<sup>th</sup> Street, and Wall Street/Pier 11 in Manhattan. In addition, the Project Area is located in a combined sewer area, with existing sewer and water mains along adjacent roadways. The Project Area is also located in close proximity to existing public facilities, including multiple public schools and a USPS facility. Overall, the Proposed Actions would

encourage development in an area adequately served by existing public facilities and infrastructure and would promote Policy 1.3 of the WRP.

*Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.*

Compliance Statement: As detailed in the Compliance Statement for WRP Policy 6.2 below, the Proposed Actions would integrate consideration of the latest projections of climate change and sea level rise in New York City into the Proposed Project's planning and design. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures. As such, the Proposed Actions are consistent with this WRP policy.

Policy 5: Protect and improve water quality in the New York City coastal area.

*Policy 5.1: Manage direct or indirect discharges to waterbodies.*

Compliance Statement: As discussed in Chapter 10, "Water and Sewer Infrastructure," the Project Area is served by existing combined sewers under the surrounding streets, and therefore no direct discharges to water bodies would occur as a result of the Proposed Actions. Furthermore, the Proposed Project would introduce new street trees in accordance with zoning requirements, as well as approximately 1.94 acres of open space. It is estimated that around a quarter of the open space provided by the Proposed Project would be comprised of softscape/permeable surfaces, which would encourage the absorption of stormwater and reduce stormwater runoff into nearby waterbodies. In addition, there would be no direct discharge of stormwater into nearby waterbodies, and all indirect discharges of stormwater would be in accordance with all applicable New York City Department of Environmental Protection (DEP) regulations. For these reasons, the Proposed Actions would promote Policy 5.1 of the WRP.

*Policy 5.5: Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.*

Compliance Statement: As discussed in Chapter 10, "Water and Sewer Infrastructure," the Proposed Actions would not result in significant adverse impacts to the City's water supply or wastewater and stormwater conveyance and treatment infrastructure. On-site stormwater best management practices (BMPs) would be required as part of the DEP site connection approval process for the Proposed Project to bring the proposed buildings into compliance with the required stormwater release rate. As such, the Proposed Actions would promote Policy 5.5 of the WRP.

Policy 6: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

*Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.*

Compliance Statement: The Proposed Project has considered potential risks related to coastal flooding to features specific to the project, including, but not limited to, the location of critical electrical, gas, heating, ventilation, and air conditioning (HVAC), elevator, mechanical, and plumbing/sprinkler systems.



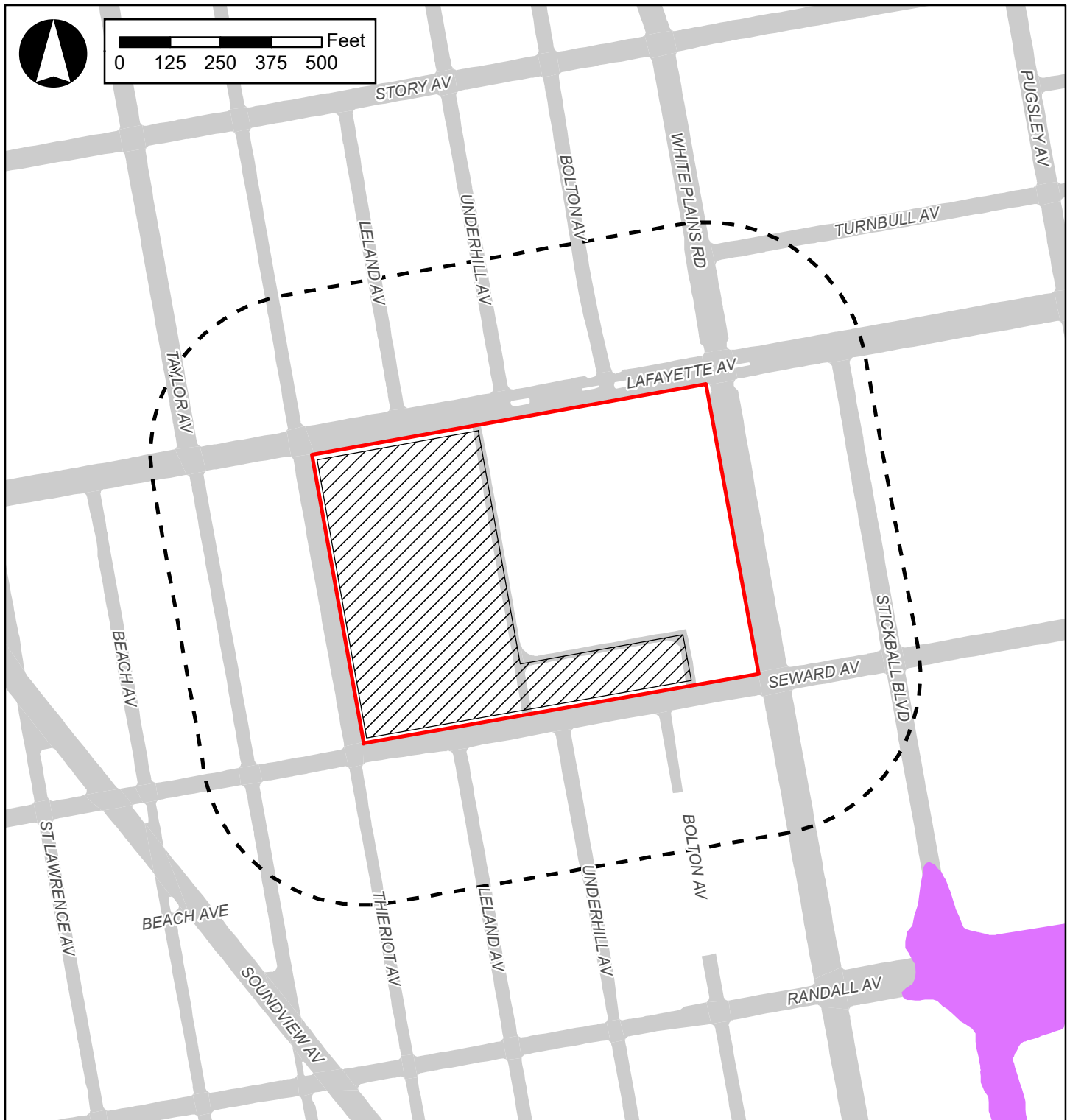
In June 2013, the Federal Emergency Management Agency (FEMA) issued Preliminary Work Maps for New York City to show coastal flood hazard data. Subsequently, the City made immediate accommodations to zoning regulations and upgrades to the New York City Building Code so that new construction would be built to these higher standards. In January 2015, FEMA issued Revised Preliminary Flood Insurance Rate Maps (FIRMs) for New York City, which are considered the best available flood hazard data, replacing the FEMA Preliminary Work Maps. As shown in Figure 2-5, the Project Area is not located within the currently applicable 100-year and 500-year flood zones.

The NPCC additionally recommends assessing the impacts of projected sea level rise on the lifespan of projects. While the NPCC developed a series of maps incorporating projections for sea level rise with FEMA's 2013 Preliminary Work Maps, because of limitations in the accuracy of flood projections, the NPCC recommends that these maps not be used to judge site-specific risks. However, in general, the NPCC estimates that in the New York City area, sea level will rise up to a high estimate of 10 inches by the 2020s, and up to a high estimate of 30 inches by the 2050s. As such, areas not currently within the currently applicable 100-year and 500-year flood zones will be in the future, based on the NPCC projections. Furthermore, the NPCC projects that the frequency, extent, and height of 100-year and 500-year floods will increase by the 2050s.






The Flood Elevation Worksheet was prepared for the Proposed Project, and is provided in Appendix A. As shown in the graph on page 2-22, critical and vulnerable components of the Proposed Project are above the elevation of the current one percent annual chance floodplain, and are projected to continue to be above the elevation of the one percent annual chance floodplain by 2020 (see Figure 2-6) and 2050 (see Figure 2-7). As also shown in Figures 2-6 and 2-7, portions of the Project Area (including a majority of the Development Site) are expected to fall within the projected 500-year floodplain by 2020 and 2050. However, the NPCC recommends that these projections not be used to judge site-specific risks and they are subject to change.

Coastal floodplains are influenced by astronomic tide and meteorological forces and not by fluvial flooding, and as such are not affected by the placement of obstructions within the floodplain. As shown in the graph on page 2-23, no building features are expected to be below the elevation of the Mean Higher High Water at any point over the building's lifespan and it is unlikely the Project Area would be affected by tidal flooding.

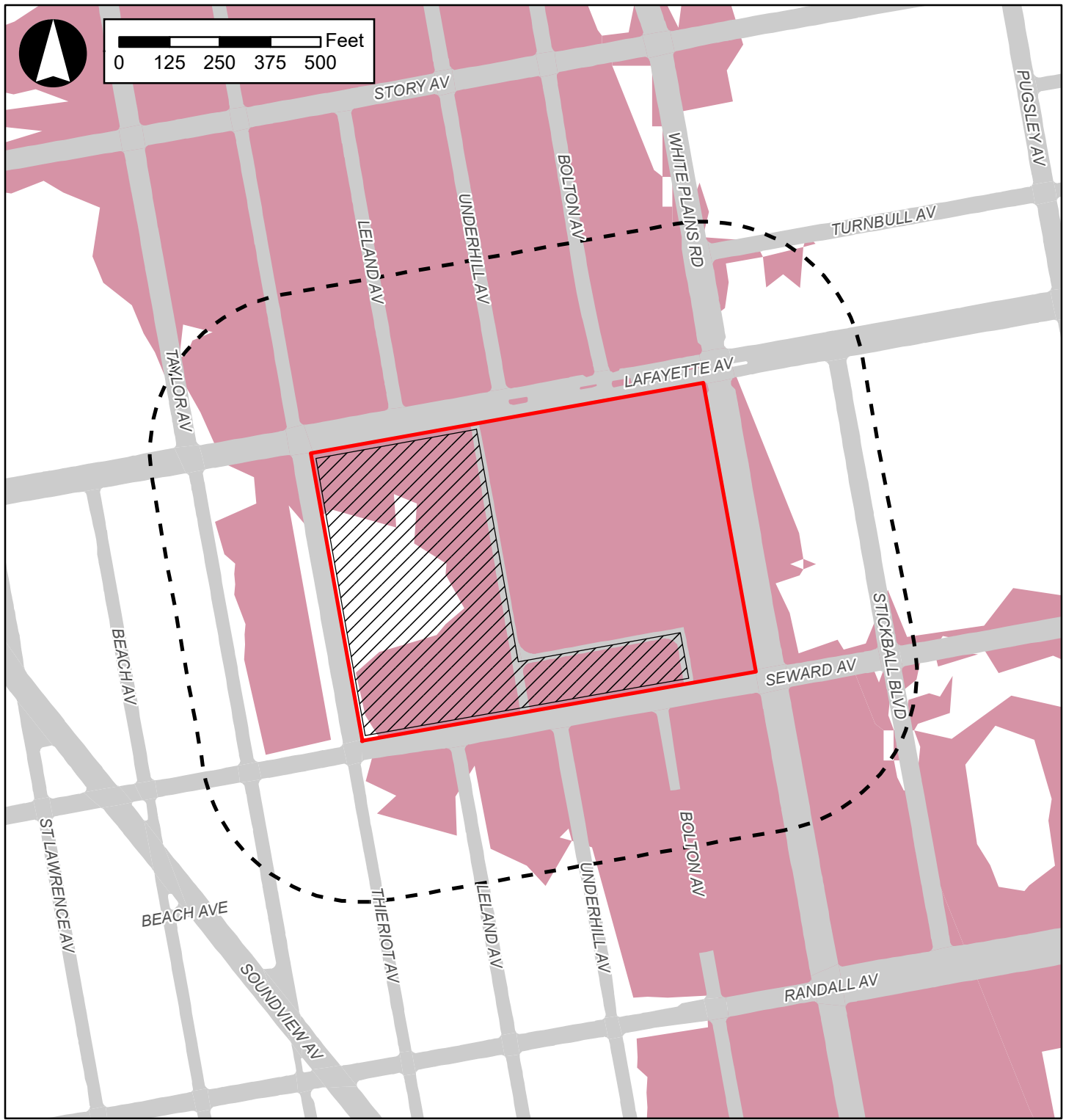
The Proposed Project would advance Policy 6.2 and there would be no significant adverse impacts associated with the Proposed Project. The Project Area is susceptible to minimal flooding risk, and would continue to be so in the future according to NPCC projections. In addition, the NPCC recommends that these maps not be used to judge site-specific risks and they are subject to change. Therefore, the Proposed Actions would be consistent with New York City policies regarding adaptation to climate change.








**Legend**

 Primary Study Area (Project Area)	 Development Site	 2015 500-Year Floodplain
 Secondary Study Area (400-Foot Radius)	 2015 100-Year Floodplain	

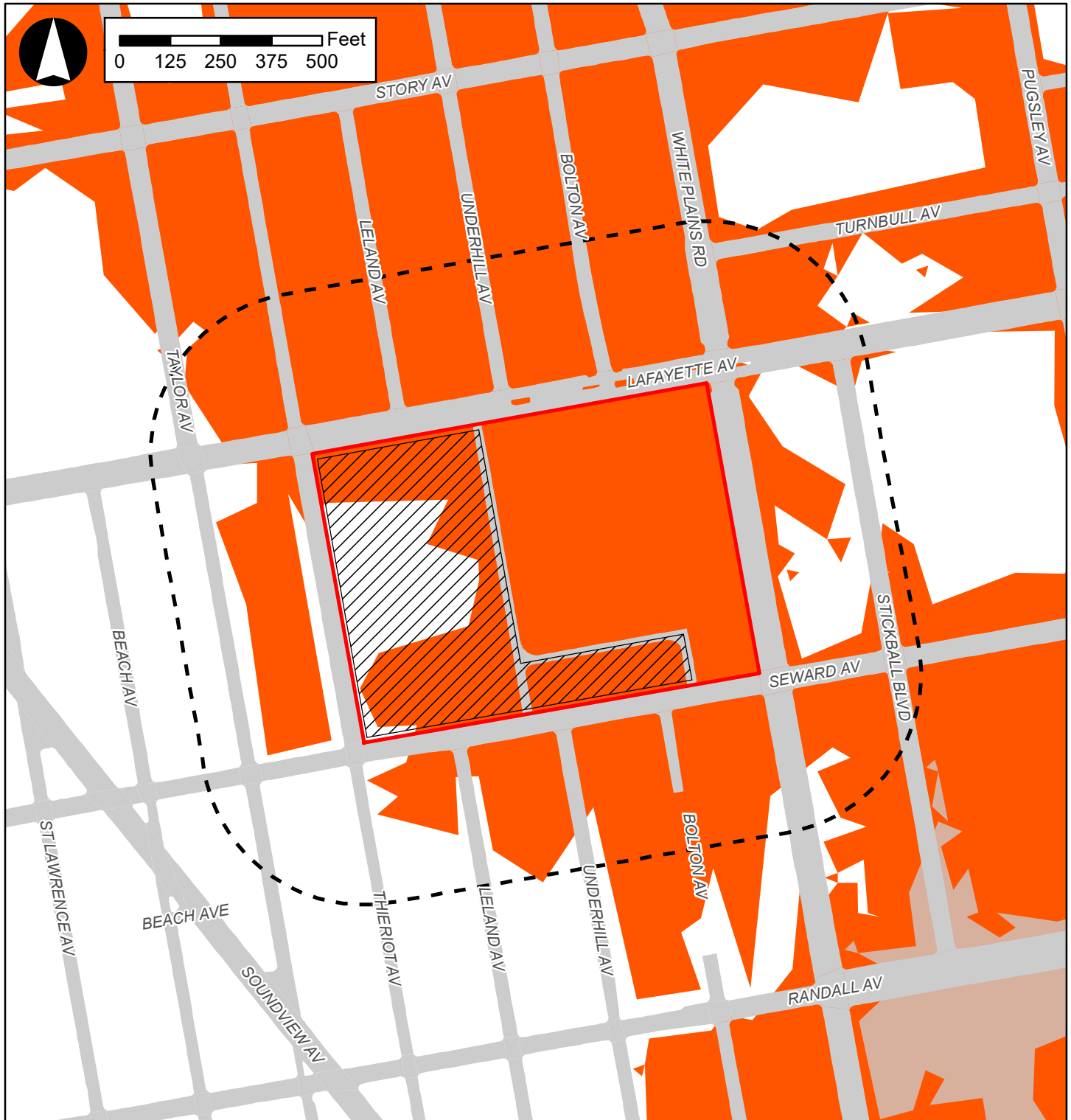
Note: This map is for advisory purposes only. It uses the most current data available and is deemed accurate, but is not guaranteed.  
Source: United States Federal Emergency Management Agency. NYC Revised Preliminary FIRMs: January, 2015.








**Legend**

 Primary Study Area (Project Area)	 Development Site	 2020 500-Year Floodplain
 Secondary Study Area (400-Foot Radius)	 2020 100-Year Floodplain	

Note: This map is for advisory purposes only. It uses the most current data available and is deemed accurate, but is not guaranteed.  
Source: United States Federal Emergency Management Agency. NYC Revised Preliminary FIRMs: January, 2015.

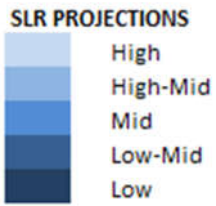
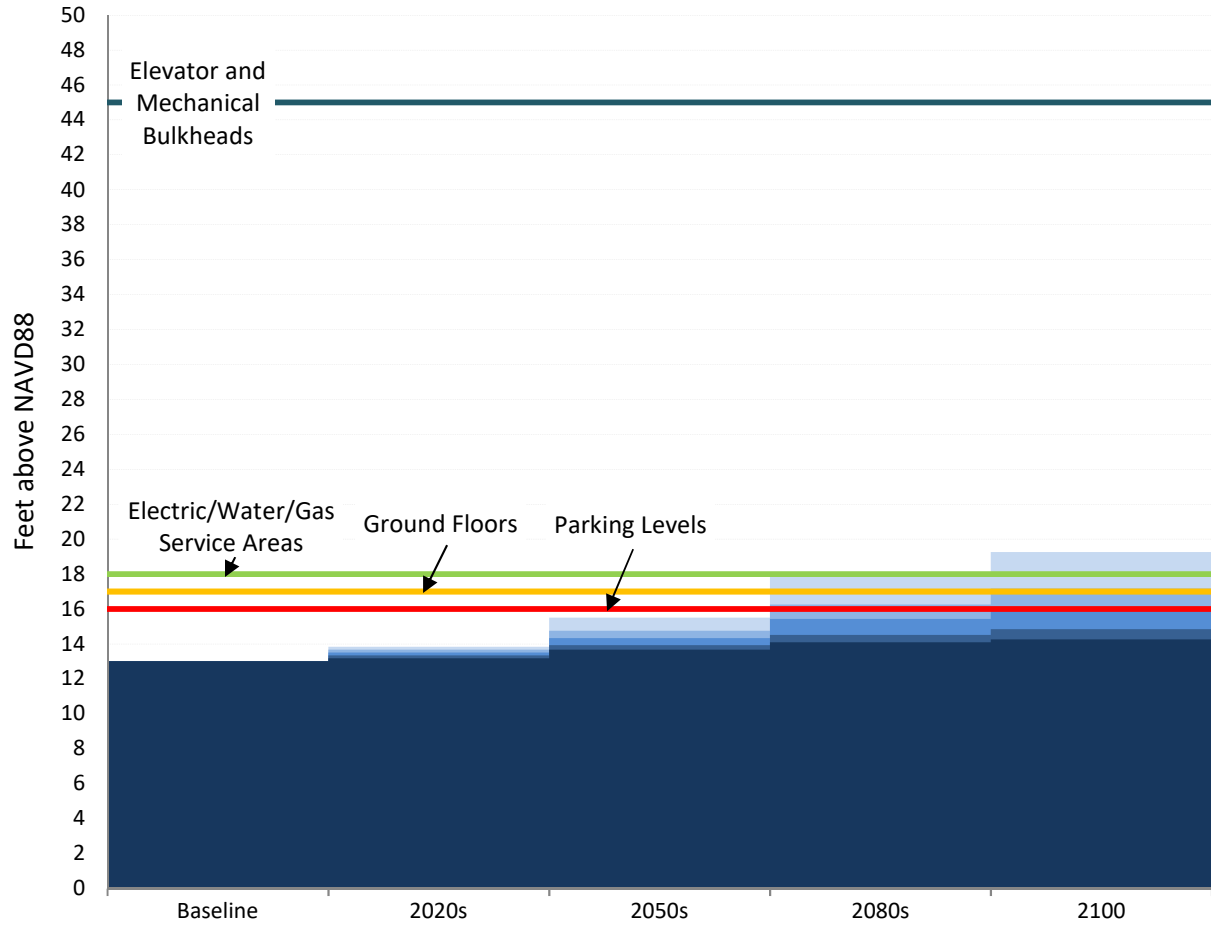


**Legend**

 Primary Study Area (Project Area)	 Development Site	 2050 500-Year Floodplain
 Secondary Study Area (400-Foot Radius)	 2050 100-Year Floodplain	

Note: This map is for advisory purposes only. It uses the most current data available and is deemed accurate, but is not guaranteed.  
Source: United States Federal Emergency Management Agency. NYC Revised Preliminary FIRMs: January, 2015.

### 1% Flood Elevation + Sea Level Rise



### Mean Higher High Water + Sea Level Rise

