

Stevenson Commons EIS

Chapter 8: Urban Design and Visual Resources

A. INTRODUCTION

This chapter assesses the potential effects of the Proposed Actions and subsequent development on urban design and visual resources. As described in Chapter 1, “Project Description,” the Proposed Actions would facilitate the construction of an approximately 826,209 gross square foot (gsf) mixed-use development comprised of 704,063 gsf of residential floor area (735 affordable units, including 621 income-restricted housing units and 114 affordable independent residences for seniors (AIRS), 33,995 gsf of community facilities, and 466 accessory parking spaces at Stevenson Commons in the Soundview neighborhood of Bronx Community District (CD) 9.

Per the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is defined as the total of components – including streets, buildings, open spaces, wind, natural resources, and visual resources—that may affect a pedestrian’s experience of public space. A visual resource is defined as the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources. In an urban design and visual resources assessment pursuant to CEQR, one considers whether and how a project or an action may change the visual experience of a pedestrian, focusing on the components of the project or the action that may have the potential to significantly and adversely affect the arrangement, appearance, and functionality of the built and natural environment. An assessment of the potential impacts of the Proposed Actions on urban design and visual resources was prepared in conformance to the *CEQR Technical Manual*. This analysis describes existing conditions and compares conditions in the future without and with the Proposed Actions to determine potential urban design and visual resource impacts. The urban design and visual resources analysis is based on field visits, photography, and computer imaging.

B. PRINCIPAL CONCLUSIONS

The Proposed Actions and subsequent development, while resulting in a notable change in the urban design of the primary study area, would not result in a significant adverse impact on the area’s urban design and visual resources, as defined by the *CEQR Technical Manual*. The Proposed Actions would facilitate the construction of six new predominantly residential buildings comprised of 735 affordable dwelling units (DUs), including 114 AIRS units, approximately 33,995 gsf of community facility uses, and approximately 1.94 acres of publicly accessible open space and an additional 0.68 acres of private open space. The Proposed Project would replace surface parking lots and underutilized areas, enlivening the streetscape and serving as an extension of the residential and community-oriented uses in the surrounding area. The Proposed Actions would also enhance the streetscape by introducing new street trees, plantings, and street walls along Seward, Lafayette, and Thieriot Avenues, similar to the existing streetscapes to the south and west of the Project Area, and improving pedestrian access and circulation. While four of the buildings comprising the Proposed Project would be taller than many of the secondary study area buildings, the Proposed Project would be shorter than multiple residential developments in the northern portion of the secondary area. Moreover, the Proposed Project would be shorter than the

existing Stevenson Commons buildings at the northeastern portion of the Project Area. As such, the Proposed Project would serve as a transition between the lower-scale buildings found to the south and west and existing buildings in northern portions of the Project Area and secondary area. The Proposed Project would fill an existing void by replacing existing underutilized land with active pedestrian-oriented uses that would complement those found in the primary and secondary study areas. The development facilitated by the Proposed Actions is being built on an existing superblock, and would not entail any changes to topography, street patterns, street hierarchy, block shapes, or natural features. In addition, the Proposed Project would not alter views of study area visual resources. Therefore, the Proposed Actions would not result in significant adverse impacts on urban design and visual resources.

C. METHODOLOGY

The *CEQR Technical Manual* indicates that there is no need to conduct an urban design analysis if a proposed project would be constructed within the existing zoning envelope and would not result in physical changes beyond the bulk and form permitted “as-of-right.” As the Proposed Actions include minor modifications to a large-scale residential development plan (LSRD) and 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), a preliminary assessment of urban design is provided below.

An area’s visual resources are its unique or important public view corridors, vistas, or natural or built features. For CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include views from private residences or places of business.

In accordance with the *CEQR Technical Manual*, the analysis in this chapter considers the effects of the Proposed Actions on the following elements that collectively form an area’s urban design:

- *Street Pattern and Streetscape:* The arrangement and orientation of streets define location, flow of activity, and street views and create blocks on which buildings and open spaces are arranged. Other elements, including sidewalks, plantings, street lights, curb cuts, and street furniture, also contribute to an area’s streetscape.
- *Buildings:* Building size, shape, pedestrian and vehicular entrances, lot coverage, and orientation to the street are important urban design components that define the appearance of the built environment. A building’s street walls form the most common backdrop in the city for public space. A building’s size, shape, setbacks, lot coverage, placement on the zoning lot and block, the orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.
- *Open Space:* For the purpose of urban design, open space includes public and private areas that do not include structures, including parks and other landscaped areas, cemeteries, and parking lots.
- *Natural Features:* Natural features include vegetation and geologic and aquatic features that are natural to the area.
- *View Corridors and Visual Resources:* A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that would result in the construction of multiple, tall buildings at or in close proximity to waterfront sites, which may result in an exacerbation of wind conditions due to “channelization” or “downwash” effects that may affect pedestrian safety. Factors to be considered in determining whether such a study should be conducted include: whether the location is exposed to high wind conditions, such as along west- and northwest-facing waterfronts; the size of the project; the number of proposed buildings to be constructed; the size and orientation of the buildings that are proposed to be constructed; and the site plan and surrounding pedestrian context of the project. As the Project Area is not located in the vicinity of the waterfront, it is not exposed to high wind conditions. Therefore, a pedestrian wind condition analysis is not warranted for the Proposed Actions pursuant to *CEQR Technical Manual* methodology.

Study Area

According to the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment and is generally consistent with the land use analysis study area. The study area for urban design analysis has been identified as the area within a 400-foot radius of the Project Area. The study area is generally bound by Randall Avenue to the south, Beach Avenue to the west, Story Avenue to the north, and Stickball Boulevard to the east (see Figure 8-1).

As stated in the *CEQR Technical Manual*, for visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. While the land use study area may serve as the initial basis for analysis, in many cases where significant visual resources exist, it may be appropriate to look beyond the land use study area to encompass views outside of the area, as is often the case with waterfront sites or sites within or near historic districts. The primary view sheds of these visual resources that would be affected by construction of the Proposed Project were the focus of the visual resources analysis.

The following analysis is based on field visits, photographs, aerial views, and other graphic images of the Project Area and surrounding study area. Zoning calculations, including floor area calculations, building heights, and lot coverage information are also provided for the Proposed Project and, where applicable, the study area.

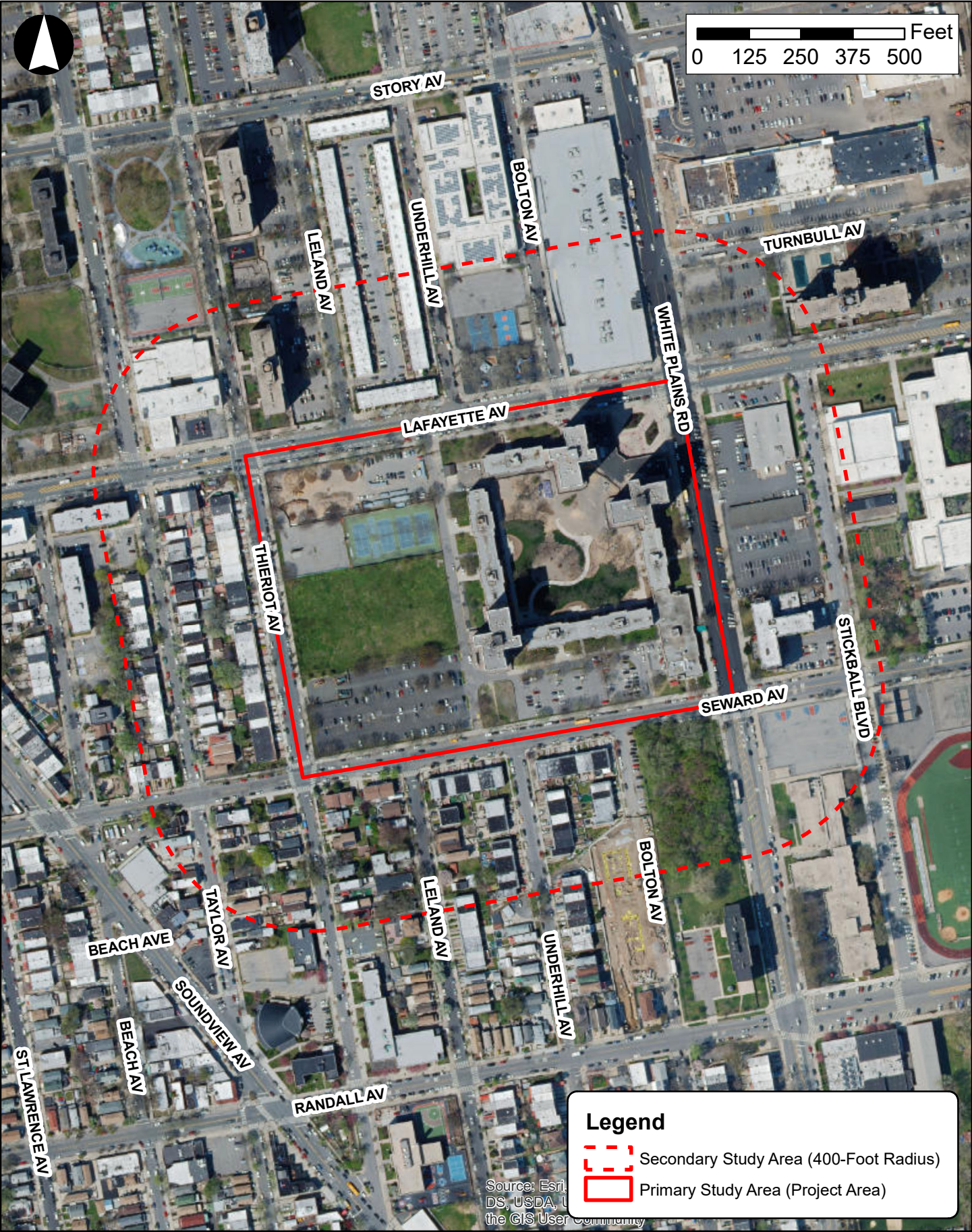
D. PRELIMINARY ASSESSMENT

Existing Conditions

Urban Design

PRIMARY STUDY AREA (PROJECT AREA)

The Project Area comprises Bronx Block 3600, Lots 4, 10, 15, 20, 25, 30, 40, and 50 in ~~its~~their entirety, with 970 feet of street frontage on Lafayette Avenue (to the north) and Seward Avenue (to the south) and approximately 700 feet of street frontage on Thieriot Avenue (to the west) and White Plains Road (to the east). The Project Area has a total lot area of approximately 679,000 ~~gross~~ square feet (gsf) and is occupied by a nine-building Mitchell-Lama housing development. The existing development contains a total of 990,050 gross square feet (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 only 462 of the 570 spaces are



currently functional, as a portion of the parking square footage is used for onsite maintenance and storage.

Street Pattern and Streetscape

As described above, the Project Area is located on a superblock with frontages along Lafayette Avenue, White Plains Road, Seward Avenue, and Thieriot Avenue. Seward and Thieriot Avenues are narrow, lightly-trafficked two-way roadways with parallel parking on both sides. White Plains Road is a major, two- to four-lane north-south corridor, with a striped central median. Lafayette Avenue similarly features a striped central median, as well as a raised median/pedestrian safety island at the intersection of White Plains Road and two bike lanes, one in each direction. Lafayette Avenue and White Plains Road are 100-foot wide streets. Seward Avenue is an 80-foot wide street. Thieriot Avenue is a 60-foot narrow street.

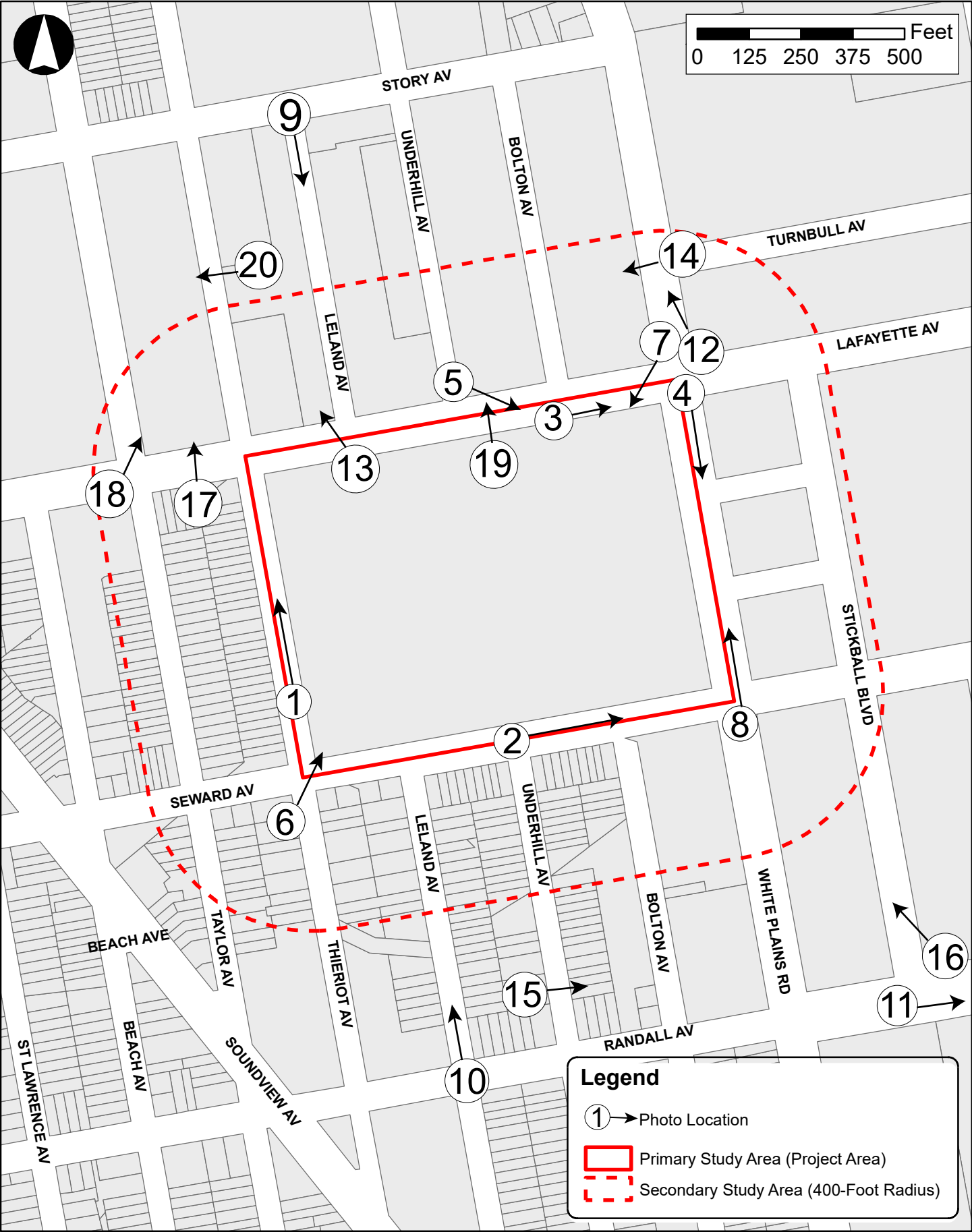
Refer to Figure 8-2 for a photo key for Figures 8-3, 8-6, 8-7, 8-8, and 8-9. As shown in Figure 8-3, sidewalks surrounding the Project Area vary in width. The sidewalks along Seward Avenue and Thieriot Avenue measure approximately 15' feet in width. Streetscape elements on sidewalks lining Seward and Thieriot Avenues include standard cobrahead street lights, utility poles, parking signage, fire hydrants, and four curb cuts for parking lots. The sidewalks along Lafayette Avenue and White Plains Road vary in width from 15-20' to 20 feet. Streetscape elements on Lafayette Avenue include three curb cuts, streetlights, fencing, standard cobrahead street lights, and bollards. Streetscape elements on White Plains Road include fire hydrants, standard cobrahead street lights, mail boxes, parking signage, and bus stop signage. Street trees line Thieriot Avenue, Seward Avenue, Lafayette Avenue, and White Plains Road. The corner of White Plains Road and Lafayette Avenue includes a plaza with bollards, double headed street lights, and plantings.

Buildings

As shown in Figure 8-4, the eastern portion of the Project Area is currently occupied by three 24-story affordable residential buildings, a ~~2~~two-story community facility building, four ~~6~~six-story affordable residential buildings, surface accessory parking, and private open space uses. The existing Stevenson Commons buildings are of brick construction buildings that and were built in 1977. There is regular fenestration on all façades. The Stevenson Commons site has an existing built FAR of 1.42, including a residential FAR of 1.35, a community facility FAR of 0.05, and a commercial FAR of 0.02 (as shown in Figure 8-5).

The existing Stevenson Commons residential buildings are setback from the street with plantings, seating areas, and private open space. The area to the south of the existing buildings on Seward Avenue is mainly a paved parking lot with plantings, as well as a wide paved area leading to the buildings and a private street leading to an entrance from Lafayette Avenue. To the north of the building on Lafayette Avenue is a setback from the street with plantings and public open space. The northern lawn is also improved with trees, plantings, lighting fixtures, and features multiple paved pathways connecting the Stevenson Commons Project's Lafayette Avenue entrance to the Lafayette Avenue sidewalk and outdoor amenity space. The inside area of the existing Stevenson Commons ~~development~~site consists of a private open space that features a playground, plantings, paved walkways, benches, and seating areas.

The western portion of the Project Area, which is proposed to be redeveloped, is currently 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.





1. Looking north on Tieriot Avenue along the Project Area's western frontage.



2. Looking east on Seward Avenue along the Project Area's southern frontage.



3. Looking east on Lafayette Avenue along the Project Area's northern frontage.

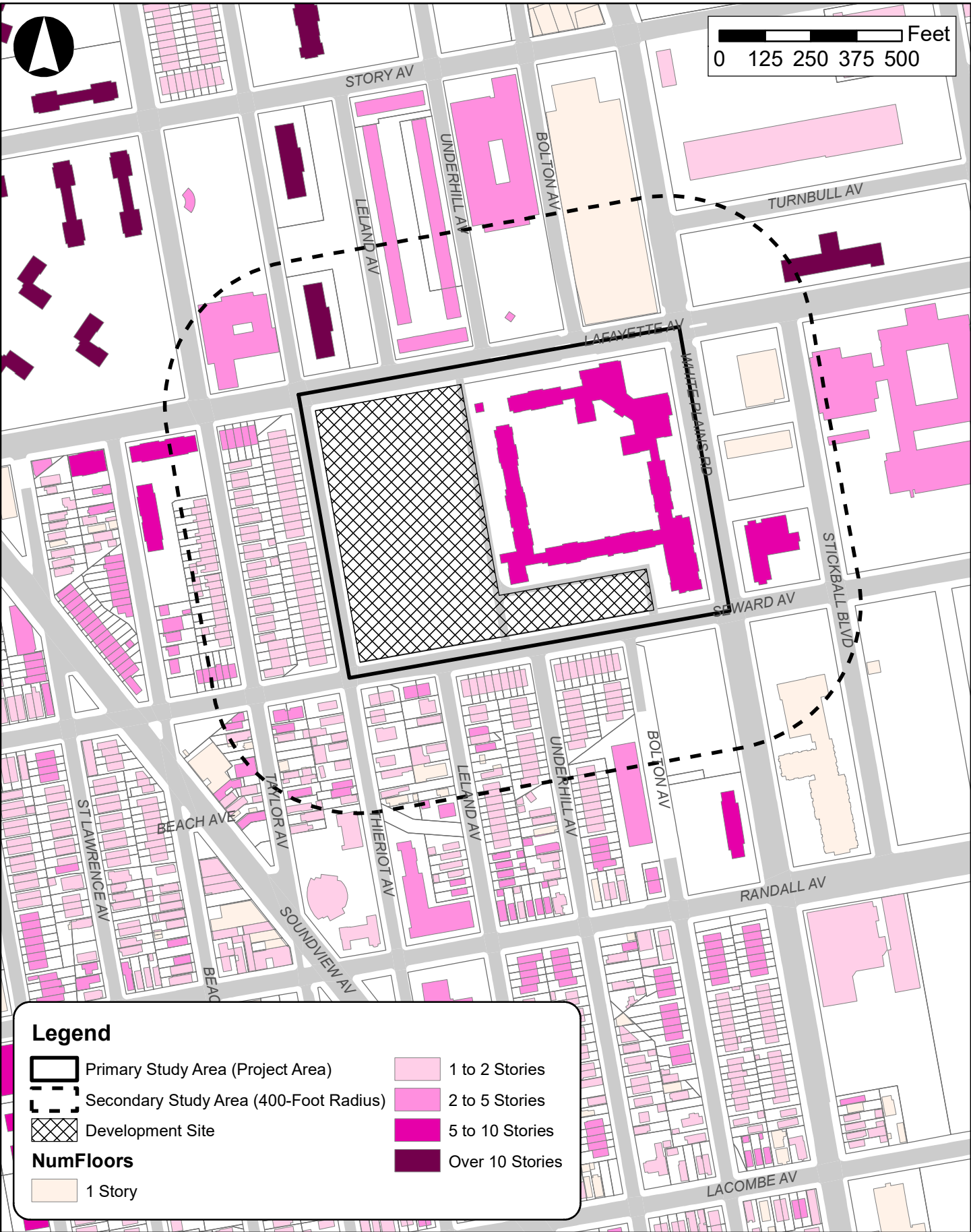


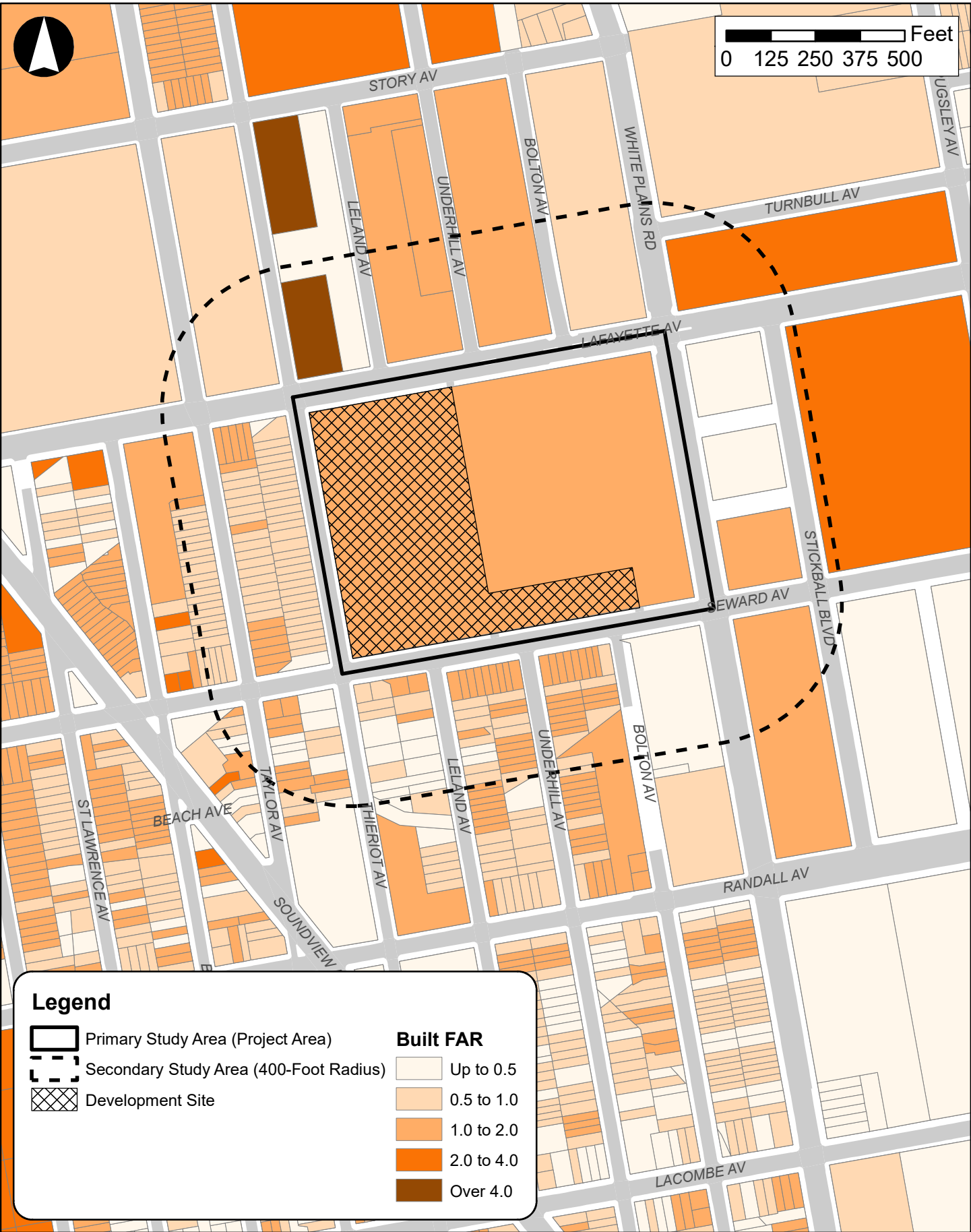
4. Looking south on White Plains Road along the Project Area's eastern frontage.

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Figure 8-3
Project Area - Streetscape





The Project Area includes three surface accessory parking lots with a total of 570 spaces. As noted above, only 462 of the 570 accessory parking spaces are currently functional, as a portion of the parking square footage is used for onsite maintenance and storage.

The northeastern corner of the Project Area is characterized by multiple local retail establishments that occupy the one-story base of the adjacent 24-story residential towers. The retail uses are setback from the street, forming a large plaza at the southwest corner of the intersection. The plaza is improved with plantings, decorative lamps, paving, and banners and is lined with bollards separating the plaza area from the adjacent sidewalk (refer to Figure 8-6).

Natural Features and Open Space

There are no notable natural features within the Project Area and the topography of the area is relatively flat. The eastern portion of the site is at an elevation of approximately 17'-feet (NAVD88), the western portion has an elevation of approximately 20'-feet, the southern portion has an elevation of approximately 15'-feet, and the northern portion has an elevation of approximately 16'-feet. As discussed above, the Project Area contains private open space resources.

SECONDARY STUDY AREA

Street Pattern and Streetscape

The secondary study area is bound by Story Avenue to the north, Stickball Boulevard to the east, Randall Avenue to the south, and Beach Avenue to the west. The blocks comprising the secondary study area are rectilinear in form and oriented north-south.

Beach Avenue is a 60-foot narrow two-way street with parallel parking on both sides. Stickball Boulevard is a 70-foot narrow two-way street with parking on both sides. Story Avenue is an 80-foot wide two-way street with parking on both sides. Randall Avenue is a 120-foot wide two-way street with parking on both sides.

Leland, Underhill, Bolton, Taylor, and Turnbull Avenues are 60-foot narrow streets. Taylor, Story, Pugsley, and Rosedale Avenues are 80-foot wide streets.

Streets in the secondary study area have typical streetscape elements such as street trees, utility poles, standard cobrahead street lamps, fire hydrants, mailboxes, and street signage (refer to Figure 8-7).

Buildings

The secondary study area supports a variety of building types. The building with the highest density in the secondary study area is a 16-story residential building located to the north of the Project Area at 820 Thieriot Avenue with an FAR of 5.17 (refer to Figure 8-5). In general, the tallest buildings are found along Lafayette Avenue.

The blocks in the northwestern portion of the secondary study area are occupied by the New York City Housing Authority (NYCHA) Monroe Houses. The Monroe Houses consist of thirteen 14-story residential buildings set back from the street with interconnecting lawns and paths.

The western and southern portions of the secondary study area are generally characterized by one- to two-story family homes. Holy Cross Catholic Church, Holy Cross School, and P-~~SPS~~ 69 Annex are located in the southwestern portion of the secondary study area. The one- to two-story family homes are characterized by multiple curb cuts, garage entrances, front yards, coupled with electric poles, and electric



5. Looking southeast on Lafayette Avenue towards the Project Area's northern frontage.



6. Looking northeast from the intersection of Thieriot Avenue and Seward Avenue towards the Project Area's southwestern frontage.



7. Looking southwest from the intersection of Lafayette Avenue and White Plains Road towards the Project Area's northeastern frontage.



8. Looking north from the intersection of Seward Avenue and White Plains Road towards the Project Area's southeastern frontage.

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Figure 8-6
Project Area - Buildings



9. Looking south from the intersection of Leland Avenue and Story Avenue.



10. Looking north from the intersection of Leland Avenue and Randall Avenue.



11. Looking east from the intersection of Randall Avenue and Stickball Boulevard.



12. Looking north from the intersection of Lafayette Avenue and White Plains Road.

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Figure 8-7
Secondary Study Area - Streetscape

cables. These homes are typically surrounded by low-rise fencing and walls at the lot lines. Street trees and standard street signage are also present.

The blocks to the north of the Project Area vary from multi-story residential buildings setback from the street with lawns and private open spaces, one- to two-story houses that occupy a full block, P.S. PS 100 Isaac Clason, Albert Einstein Junior High, Story and Space Time Playgrounds, parking lots, and retail buildings. The blocks to the northeast of the Project Area are characterized by chain retail establishments with large illuminated business signs (refer to Figure 8-8). Notably, the large block to the northeast of the Project Area is occupied by the Shops at Bruckner Boulevard, comprised of multiple one- to two-story retail buildings setback from the roadway and surrounded by large swaths of paved accessory parking; multiple wide curb cuts dominate the abutting sidewalk streetscapes, with minimal street trees along White Plains Road. While the western side of White Plains Road is similarly occupied by a one-story retail building with a large footprint containing multiple national retailers, which is constructed to the lot line, with minimal curb cuts; food carts are occasionally found along the adjacent sidewalk.

The blocks directly east of the Project Area are occupied by public facilities and institutional uses ranging from one to six stories in height. The one-story U.S. Postal Service building, located on the south side of Lafayette Avenue between White Plains Road and ~~Steve Mercado~~ Stickball Boulevard, is surrounded by a paved surface parking lot. Another distinguishing urban design characteristics of this lot is the angled parking along the White Plains Road frontage. P.S. PS 182 is located to the southeast ~~east~~ of the Project Area.

Natural Features and Open Space

There are no notable natural features within the secondary study area. The secondary study area includes two publicly accessible open spaces, Space Time Playground and Story Playground, located to the north of the Project Area.

Visual Resources

PRIMARY STUDY AREA (PROJECT AREA)

There are no significant visual resources located within the Project Area.

SECONDARY STUDY AREA

There are three significant visual resources in the secondary study area (refer to Figure 8-9). ~~Public School~~ (P.S.) PS 100 Isaac Clason School, which is located to the north of the Project Area at 800 Taylor Avenue, is eligible for listing on the State/National Registers of Historic Places (S/NR). P.S. PS 100 consists of three sections: a four-story central structure with single-story wings to the north and south. The building is clad in brick, and the northern and southern frontages of the center section have large window openings separated by glazed terra cotta tiles and brick spandrel panels that create a strong grid appearance. The eastern and western façades are simple and largely unadorned, with small window slits at the stairwells in the center section. The northern wing has large window openings separated by glazed terra cotta tiles along Thieriot Avenue, and the northern and southern wings contain single window openings with glazed terra cotta tiles along Taylor Avenue. Space Time Playground is located on Lafayette Avenue between Bolton and Underhill Avenues. Story Playground is located on Story Avenue between Taylor and Thieriot Avenues. Both playgrounds are a part of the Schoolyards to Playgrounds program with NYC Parks. After school hours, the schoolyards become accessible to the public. Story Playground has basketball courts, fitness equipment, playgrounds, handball courts, and spray showers. Space Time Playground has basketball courts, handball courts, spray showers, and playgrounds.



13. Looking northwest from the intersection of Leland Avenue and Lafayette Avenue.



14. Looking west from the intersection of Turnbull Avenue and White Plains Road.



15. Looking east along Underhill Avenue between Seward Avenue and Randall Avenue.



16. Looking northwest from the intersection of Randall Avenue and Stickball Boulevard.

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Figure 8-8
Secondary Study Area - Buildings



17. Looking north along Lafayette Avenue towards P.S. 100.



18. Looking northeast from the intersection of Lafayette Avenue and Taylor Avenue towards P.S. 100.



19. Looking north along Lafayette Avenue between Bolton Avenue and Underhill Avenue towards Space Time Playground.



20. Looking west along Thieriot Avenue between Story Avenue and Lafayette Avenue towards Story Playground.

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Figure 8-9
Secondary Study Area - Visual Resources

The Future without the Proposed Actions (No-Action Condition)

Urban Design

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

Street Pattern and Streetscape

In the No-Action condition, street patterns in the study area would not change. The existing grid pattern and street directions would remain the same. There are no known streetscape improvement plans in the secondary study area.

Buildings

As described in Chapter 2, “Land Use, Zoning, and Public Policy,” there is one development project in the secondary study area that is expected to be completed and occupied by the 2028 analysis year. Directly northeast of the Development Site, a 425 DU affordable housing development is planned at 1965 Lafayette Avenue. The building will be 14-stories and will include 19,938 gsf of local retail uses.

Natural Features and Open Space

In the No-Action condition, there would be no changes to natural features or open space within the secondary study area.

Visual Resources

In the No-Action condition, no new visual resources would be introduced to the primary or secondary study areas and views of existing visual resources from both areas would not be altered. Therefore, in the future without the Proposed Actions, view corridors and visual resources would remain similar to existing conditions.

The Future with the Proposed Actions (With-Action Condition)

Urban Design

PRIMARY STUDY AREA (PROJECT AREA)

In the 2028 With-Action condition, six new buildings would be constructed on the western and southern portions of the Project Area. In the future with the Proposed Actions, the Project Area would be occupied by a total of approximately 1,683 affordable DUs (including 948 existing units), including 114 AIRS units, approximately 70,209 gsf of community facility uses, approximately 10,648 gsf of commercial uses, approximately 1.94 acres of publicly accessible open space, and approximately 466 parking spaces. With construction of the Proposed Project, the Project Area (including the existing Stevenson Commons development) would have a total FAR of 6.912.44 and would conform with to all bulk and use requirements applicable in R6 districts, as modified by the LSRD.

Street Pattern and Streetscape

In the With-Action condition, public street patterns in the primary study area would not change, and the Proposed Actions and Proposed ~~Development~~Project would not change the configuration of the existing block. The existing grid pattern and street directions adjacent to the Project Area would remain the same. Within the primary study area, a private driveway and new pathways will provide connectivity through the Project Area, which would facilitate access between Lafayette and Seward Avenues. The private driveway would be a two-way street going through the Project Area, located between Leland and Underhill Avenues, with access from both Lafayette and Seward Avenues for residents, taxis, deliveries, and emergency vehicles. The private driveway would provide a new public connection through the site with new publicly accessible sidewalks along the private driveway and throughout the Project Area. The sidewalks adjacent to the Development Site would be improved in conjunction with the Proposed ~~Development~~Project, and it is anticipated that new street trees would be provided on the sidewalks surrounding the primary study area, in accordance with zoning requirements.

Buildings

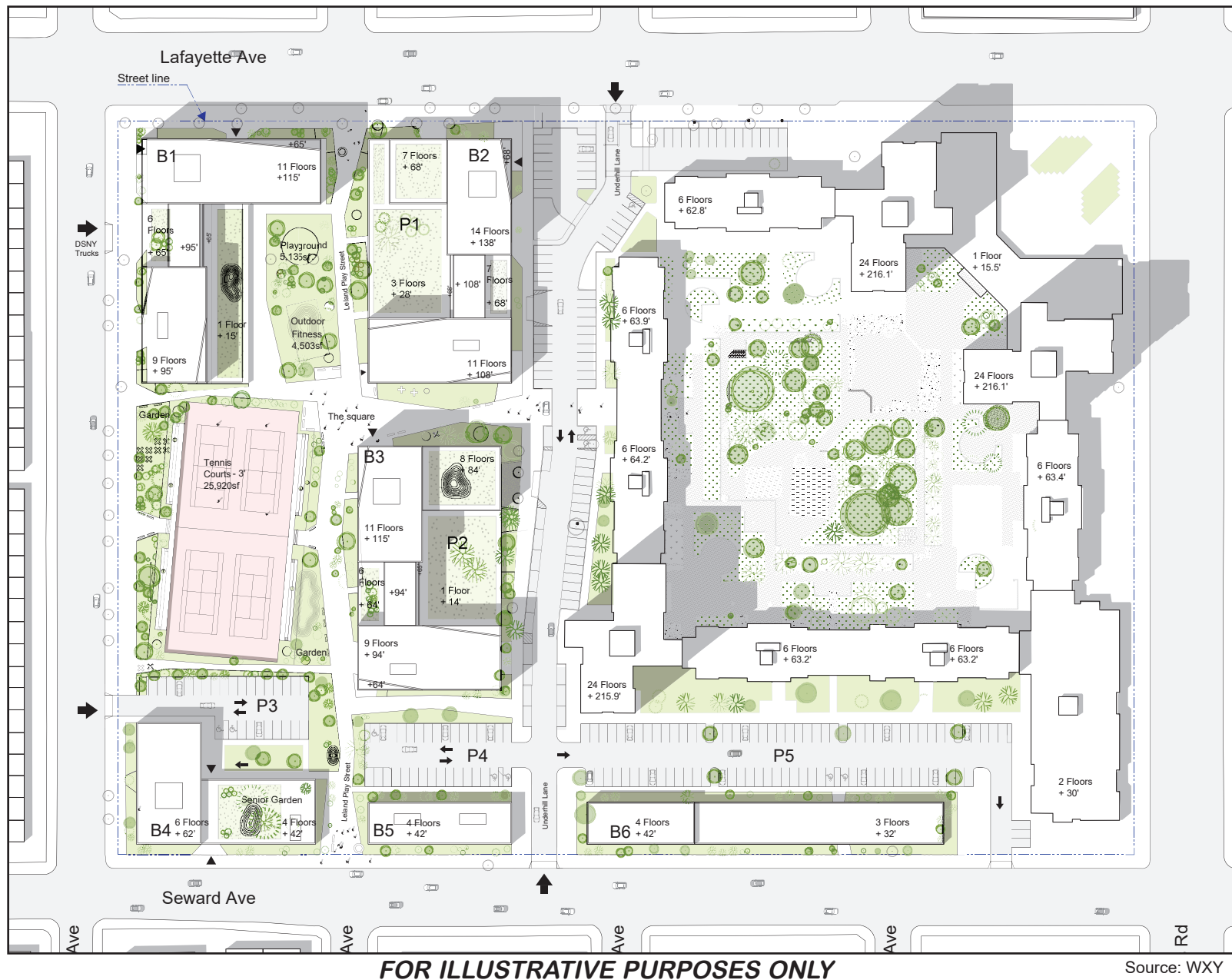
The Proposed Actions would facilitate the construction of a new approximately 826,209 gsf mixed-use development. As shown in Figure 8-10, new development would be spread across six buildings on the western and southern portions of the Stevenson Commons site (referred to as Buildings B1, B2, B3, B4, B5, and B6).

A total of approximately 466 parking spaces would be provided within the Project Area, including 206 spaces within below-grade garages and 260 surface parking spaces. As shown in Figure 8-10, these spaces would be distributed between two below-grade parking garages (referred to as P1 and P2) and four surface-level lots (referred to as P3, P4, P5, and P6). The below-grade parking garages would be located beneath Buildings B2 and B3, respectively, with vehicle access provided from Seward Avenue or Lafayette Avenue via the private driveway. Vehicle access to surface lots P4 and P5 would also be provided from the private driveway, as well as a curbcut on Seward Avenue located approximately 112 feet west of White Plains Road. Surface lot P3 would service Building B4 and vehicle access would only be provided from Thieriot Avenue. Surface lot P4 would be located west of the private driveway in between Buildings B3 and B5, and Surface lot P5 would be located east of the private driveway to the north of Building B6. Surface lot P6 would be located ~~in~~on the north portion of the site to the east of the private driveway, and vehicle access would only be provided from Lafayette Avenue. Additional parking would be provided along the private driveway.

Building-by-Building Description

Proposed Buildings B1, B2, B3, B4, B5, and B6 would be located on western and southern portions of the Project Area. An illustrative site plan and massing diagram of the Stevenson Commons site are provided in Figures 8-10 and 8-11, respectively. Proposed façades ~~to~~of Buildings B1-B3 are expected to include transparency to ground floor community facility uses and residential lobbies. The base of these buildings, at ~~6~~six stories, roughly aligns with the low-rise portions of the existing Stevenson Commons buildings, and would consist of punched windows in a façade system that is complementary. The envelope for the tower portion of these three buildings shifts at key corners to provide relief and variety in the massing, continuing punched windows as a variation of the base. The lower rise buildings to the south, Buildings B4-B6 are expected to consist of punched windows in a brick or stucco façade system.

Building B1 would have frontage along Lafayette and Thieriot Avenues (see Figure 8-10). The building is L-shaped with the northern portion of the building rising to 11 stories and the southern portion has a base of 65 feet with a setback before rising to 95 feet. Overall, the building would rise to a maximum height of



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Figure 8-10
Proposed Site Plan



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Source: WXY

11 stories (approximately 115 feet, with a maximum building height envelope of 125 feet) and be comprised of approximately 187,352 gsf of affordable residential floor area (187 DUs) and 19,879 gsf of community facility space. Building B1 would be accessible from both Lafayette and Thieriot Avenues and each use would have its own entrance.

Building B2 has a base of 28 feet before rising with setbacks to multiple tiers including 68, 108_½ and 138-foot tall segments. Overall the building would rise to a maximum height of 14 stories (approximately 138 feet, with a maximum building height envelope of 150 feet) and would be comprised of approximately 181,257 gsf of affordable residential space (181 DUs), 8,013 gsf of community facility space_½ and 65,162 gsf of parking (140 spaces). Residential entrances would be located on the private driveway, while community facility uses would be accessed from the courtyard. As described above, parking would be provided beneath Building B2 and a portion of the ground-floor would be used for parking.

Building B3 has a base of 64 feet before rising with setbacks to multiple tiers including 94- and 115-foot tall segments. Building B3 would have frontage along the private driveway and would rise to a maximum height of 11 stories (approximately 115 feet, with a maximum building height envelope of 130 feet) (see Figure 8-11). The building would be comprised of approximately 195,489 gsf of affordable residential space (195 DUs), 6,103 gsf of community facility space (recreation center), and 22,989 gsf of parking (51 spaces). Residential entrances would be located on the private driveway, while community facility uses would be accessed from the courtyard. As described above, parking would be provided beneath Building B3 and a portion of the ground-floor would be used for parking.

Building B4 would have frontage along Seward and Thieriot Avenues and would rise to a maximum height of six -stories (approximately 62 feet, with a maximum building height envelope of 70 feet) (see Figure 8-11). The western portion of the building would be 62 feet tall and the eastern portion 42 feet tall. The building would be comprised of approximately 74,327 gsf of affordable residential space (114 AIRS units) for seniors. Building entrances would be located on Thieriot Avenue.

Buildings B5 and B6, which would have frontage along Seward Avenue and the private driveway, would each rise to a maximum height of four stories (approximately 42 feet, with a maximum building height envelope of 50 feet) (see Figure 8-10), and would contain homeownership units. The western portion is would be 42 feet tall and the eastern portion is would be 32 feet tall. Buildings B5 and B6 would contain approximately 20,828 gsf and 44,810 gsf of affordable residential space (total of 58 affordable cooperative housing units), respectively. At both buildings, entrances would be located along Seward Avenue.

Natural Resources and Open Space

The Proposed Actions would add approximately 1.94 acres of publicly-accessible open space to the Project Area. The proposed approximately 1.94 acres of publicly-accessible open space would be located on the western edge of the Stevenson Commons site along the Thieriot Avenue frontage between Buildings B1 and B4. The open space would be accessible to the public from Thieriot Avenue, Lafayette Avenue, Seward Avenue, and the private driveway. 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. In addition to the proposed 1.94 acres of open space that would be publicly accessible, the Proposed Project would also include approximately 0.68 acres of private open space that would be available exclusively to the residents of the Proposed Project. This private open space would consist mostly of rooftop terraces, gardens, and grassy areas.

SECONDARY STUDY AREA

Street Pattern and Streetscape

The Proposed Actions would not result in changes to street patterns in the study area. The existing grid pattern and street directions would remain the same as under No-Action conditions.

Buildings

The Proposed Actions would apply only to the Project Area and would not result in changes to any existing buildings in the secondary study area.

Natural Features and Open Space

In the With-Action condition, there would be no changes to natural features or open space within the study area.

Visual Resources

PRIMARY STUDY AREA (PROJECT AREA)

The Proposed Project would not result in any new visual corridors. The Proposed ~~Action~~Project would also not eliminate any existing views from the Project Area. New pedestrian access would be provided on the western portion of the Project Area.

SECONDARY STUDY AREA

The visual character of the secondary study area would not be altered by the Proposed ~~Development~~Project. Publicly accessible views of ~~P.S.~~PS 100, Story Playground, and Space Time Playground would remain unobstructed from both the Project Area and from within the secondary study area.

Assessment

URBAN DESIGN

Primary Study Area (Project Area)

Compared to the No-Action condition, the visual appearance, and thus the pedestrian experience of the Project Area, would change considerably as a result of the Proposed Actions. However, this change would not constitute a significant adverse urban design impact in that it would not alter the arrangement, appearance, or functionality of the Project Area such that the alteration would negatively affect a pedestrian's experience of the area. Rather, it is the Applicant's opinion that the Proposed Actions would result in an improved streetscape consistent with the surrounding primary and secondary study areas. The Proposed Actions would also align with a number of local and Citywide goals, including the construction of new residential, ~~commercial~~, and community facility space.

In the future with the Proposed Actions, the Proposed ~~building~~Project's massing would range from three- to 14-stories and would not be out of character with the surrounding area, which is characterized by a mix of building typologies. As presented in Figures 8-13 and Figure 8-14 (refer to Figure 8-12 for the comparison view photo key map). ~~As presented in Figures 8-13 and Figure 8-14,~~ the Proposed Project would be shorter than the three 24-story residential towers occupying the eastern portion of the Project Area, thereby serving as a transition to lower scale buildings found directly west on Thieriot Avenue and south of Seward Avenue. The proposed residential and community facility uses in buildings B1 and B2

would introduce new foot traffic, enlivening the streetscape and replacing existing fenced-off parking lots on Lafayette Avenue. The Proposed Actions would also enhance the streetscape by introducing new street trees, plantings, and street walls along Seward, Lafayette and Thieriot Avenues, similar to the existing streetscapes to the south and west of the Project Area (refer to Figures 8-15 through 8-17). Pedestrian access would improve ~~by introducing through the introduction of~~ new pathways throughout the ~~site~~Project Area and to the new 1.94 acres of publicly accessible open space. Pedestrian access would also improve via the private driveway and new pedestrian pathways linking Lafayette and Seward Avenues. For these reasons, the Proposed Actions would not result in significant adverse impacts on the urban design of the primary study area.

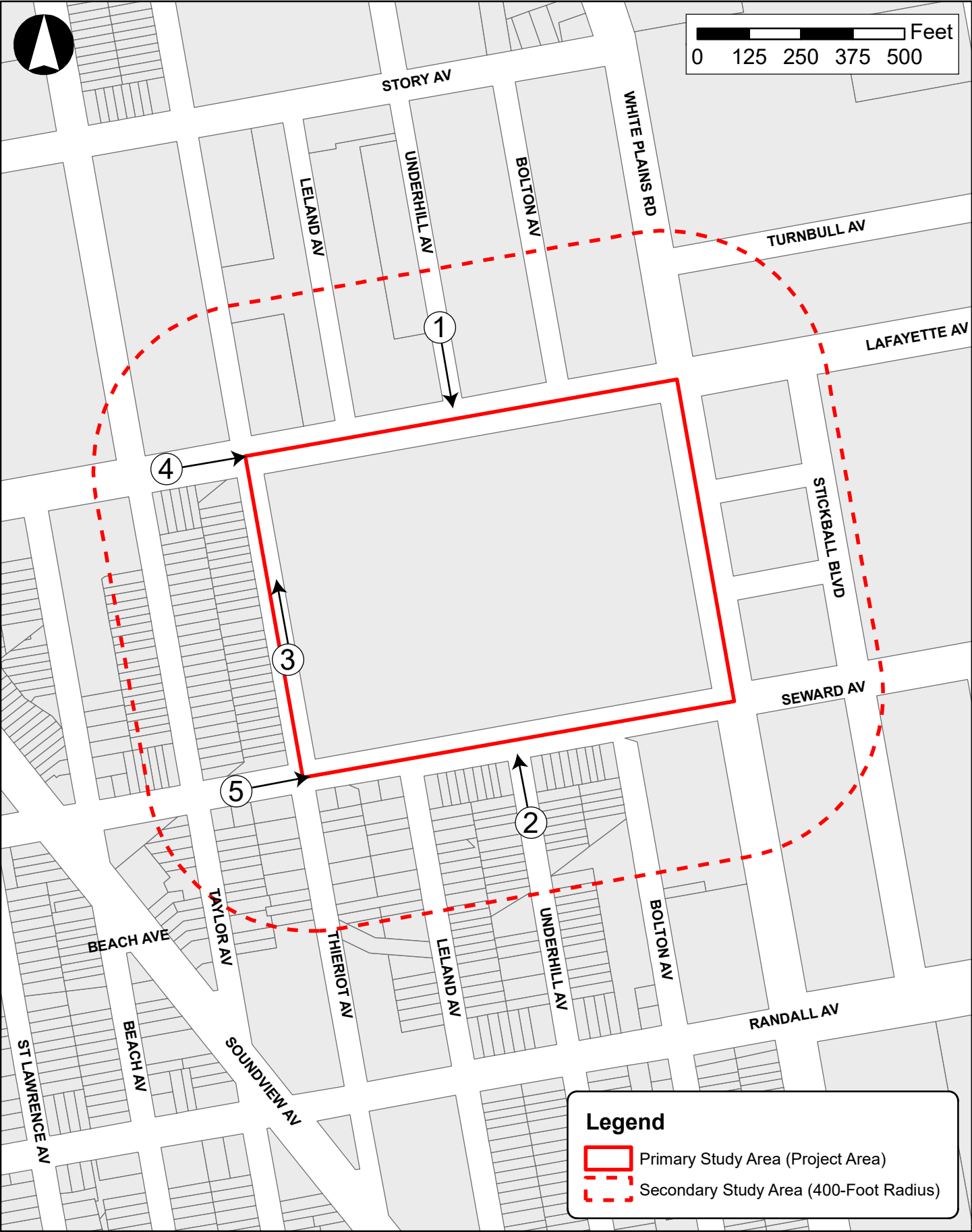
Secondary Study Area

The Proposed Project would be of similar height to the taller buildings in the secondary study area and the developments planned in the No-Action condition, blending in contextually with the Soundview neighborhood. The Proposed Project would introduce uses that would be consistent with those found in the surrounding secondary study area, which is characterized by a mix of residential, commercial, and community facility uses. The additional street activity generated by the Proposed Project would serve as a connection between the retail activities found to the northeast and northwest. While the Proposed Project would be taller than many buildings in the secondary study area, the secondary study area is already characterized by a variety of building heights and typologies. Moreover, the buildings' placement on the westernmost portion of the Project Area would serve as a transition between the variety of building heights found in the secondary study area and the three 24-story buildings on the eastern portion of the Project Area (refer to Figures 8-6). The Proposed Project facilitated by the Proposed Actions would also be consistent with existing developments to the north of the Project Area, including the 16-story Carol Gardens apartments, the eight- to-15-story NYCHA Monroe Houses, and the 21-story Park Lane Apartments.

Overall, the Proposed Actions would contribute to and improve upon the urban design character of the secondary study area. The Proposed Actions would not adversely affect any urban design features of the secondary study area and would not result in significant adverse impacts to the experience of the pedestrian.

VISUAL RESOURCES

As described above, the visual resources located within, or visible from, the primary or secondary study areas are the S/NR-eligible ~~P-S-PS~~ P-S-PS 100, and the Story Playground, and Space Time Playground. These visual resources are located within the secondary study area; ~~P-S-PS~~ P-S-PS 100 and Space Time Playground are also visible from the primary study area. The development of the Project Area would not block views of any significant visual resources from pedestrian vantage points, or otherwise adversely alter the context of surrounding visual resources. Therefore, the Proposed Action would not ~~have any~~result in significant adverse impacts on visual resources.



No-Action



With-Action



No-Action



With-Action



No-Action



With-Action



No-Action



With-Action



No-Action



With-Action

