8

Urban Design and Visual Resources

An urban design assessment under CEQR considers whether and how a project may change the experience of a pedestrian in the study area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment.

Introduction

According to the *2021 CEQR Technical Manual*, urban design is defined as the totality 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, and natural resources.

Based on *CEQR Technical Manual* guidance, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that result in the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right," or in the future No-Action condition.

As described in **Chapter 1, Project Description**, the Applicant is seeking approval of the Proposed Actions to facilitate the proposed large-scale development of a site located in the East New York neighborhood of Brooklyn (the Development Site). These approvals include a

zoning map amendment that would apply to the entire Project Area, which, in addition to the Development Site, includes de minimis portions of the north side of Block 4434, Lot 60 and Block 4431, Lots 70 and 100, and extends to the centerlines of Flatlands Avenue, Louisiana Avenue, and Pennsylvania Avenue. Additional approvals include zoning text amendments to establish the Project Area as a Mandatory Inclusionary Housing area and to expand the boundary of the Transit Zone to include the Project Area, a large-scale general development special permit, and a special permit for a public parking garage (the Proposed Actions). These approvals would facilitate a large-scale mixed-use development (the Proposed Project).

The Applicant is proposing to replace the underutilized portions of the Development Site with a vibrant mixture of community facility, commercial, and residential uses targeted at creating a sustainable, affordable neighborhood anchored by the presence of the Christian Cultural Center (CCC) and targeted at addressing a number of economic, social, educational, and cultural needs of the neighborhood. Overall, the Proposed Project would incorporate ten new buildings in the Development Site, including eight predominately residential buildings, ranging in height from two to 15 stories, with a total of approximately 2,050 units affordable to households with a range of incomes between 30 percent and 100 percent of the area median income (AMI).[1] The CCC building would remain as the dominant feature of the Development Site, to serve its parishioners and the surrounding community, and would be part of a multi-faceted community facility core that includes the PAC, a trade school, a day care facility, a senior center, and a central quad. Ground floor retail and a grocery store, providing opportunities for local businesses, would be introduced along the public and private street frontages, creating economic opportunity, and responding to the dearth of walkable local retail in the neighborhood. A privately-owned, publicly accessible street system aligned with the adjoining street grid would be introduced into the Development Site to invite people into the Proposed Development and create a more walkable environment. Finally, a seven-story (plus rooftop) public parking garage accommodating up to approximately 500 parking spaces for these uses would be located near Louisiana Avenue and would serve as a replacement for the surface parking that exists today. A portion of the Development Site is currently occupied by the 92,784-gross square-foot (gsf) CCC facility, which would remain on the site under future conditions with the Proposed Actions.

Principal Conclusions

Urban Design

The Proposed Actions would not result in significant adverse impacts to urban design. The Proposed Actions would result in built forms and building types that are similar in height and bulk to the low- to mid-density residential buildings that currently exist within the study area. The design of the Proposed Project would provide strong and consistent street wall buildings and would integrate varied building heights and setbacks that would create visual interest and enhance the pedestrian experience. The inclusion of private streets, pedestrian walkways, and publicly and privately accessible open spaces would contribute to an inviting

[1] The ten buildings include eight Residential Buildings, the above grade parking garage, and the PAC. Residential buildings 7 and 8 are connected as one building and Buildings 9 and 10 are connected as one building, though they will have separate residential lobbies.

urban fabric that would be well-integrated into the existing neighborhood and create new pedestrian connections and amenities. The introduction of street-fronting retail; residential lobbies and maisonettes; the trade school, PAC, and childcare facility would activate the street frontages at the perimeter of the site and within the site. The Proposed Project would also incorporate approximately 84,950 ~~square feet~~sf of publicly accessible open space, consisting of an entry plaza for sitting and mingling, as well larger areas suitable for active programing and events; contemplative gardens flanking the entry plaza that would provide landscaped pedestrian connections to the rest of the site; and a centrally located publicly accessible open space, which would form the civic heart of the site, anchored by the PAC and bookended on either side by the trade school and childcare facility. Additionally, the Proposed Project would include an 11,800-sf privately accessible playground as part of the childcare center and an 18,400-sf private recreation space to be located on the roof of the parking garage which would be flexible to accommodate parking for vehicles during peak church hours (Sunday and Tuesday evenings only). The Development Site would introduce buildings of greater bulk and density arranged around a coherent grid that would surround the proposed quadrangle. These elements, together with the church and the PAC, would contribute to orientation and legibility of pedestrians navigating the site. These elements of the Proposed Project's design, along with the introduction of street-fronting retail; residential lobbies and maisonettes; a trade school, PAC, and childcare facility, would serve to activate the Development Site and provide needed facilities and services to the surrounding community. Compared to the No-Action condition, the With-Action condition would improve the built environment with a mix of land uses and new open spaces that would improve the urban design of the Development Site.

Visual Resources

There are two visual resources located within the study area: Fresh Creek Nature Preserve and Fresh Creek Basin. These resources are separated from the Project Area by a shopping plaza and residential development along Louisiana Avenue, and the majority of these resource's features, such as wetlands or walking paths, are not visible from the Project Area. In addition, the Project Area is not visible from these resources. Therefore, no significant adverse impacts to these two visual resources would occur as a result of the Proposed Actions.

Methodology

Per the *CEQR Technical Manual*, the urban design and visual resources assessment is conducted in three basic steps. First, a proposed action is reviewed to determine whether such an assessment is warranted, based on whether it would be expected to result in changes to elements particular to urban design—such as streets, buildings, visual resources, open space, natural features, and/or potential wind effects-and whether there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Pursuant to the *CEQR Technical Manual*, projects that permit the modification of yard, height, and setback requirements, and/or projects that result in an increase in built floor area beyond what would be allowed as-of-right, or in the future without a proposed action, require a preliminary analysis. Second, when such changes, or "effects," could be expected with a proposed action, then a preliminary assessment of urban design and visual resources is conducted to determine which particular effects expected to

result from that proposed action may warrant further investigation in a detailed analysis. Third, a detailed analysis may be needed for projects or actions that potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Third, it is within the detailed analysis that the effects are characterized and a determination is made as to whether any changes to the urban design and visual resources of an area would alter the pedestrian's experience of public space in a significant way.

Because the Proposed Actions include zoning changes that could facilitate alterations to the streetscape by changing the scale of buildings and introducing a new private but publicly accessible street network, a detailed analysis of the potential impacts of the Proposed Actions on urban design and visual resources is warranted, per *CEQR Technical Manual* guidance, and is provided below. This analysis describes existing conditions and compares the future conditions with and without the Proposed Project to determine the potential for urban design and visual resource impacts.

The *CEQR Technical Manual* identifies wind as a concern when channelized wind pressure from between tall buildings and/or downwashed wind pressure from parallel tall buildings causes winds that affect pedestrian comfort and safety. The Development Site is not located in a high wind location, such as directly along the waterfront, and would not create a uniform street wall that would result in channelization or downwash effects. Therefore, wind is not considered in this analysis.

Information pertinent to the assessment of the urban design and visual resources analysis includes data collected and analytical information prepared as part of other analyses included in this DEIS, specifically: **Chapter 2, Land Use, Zoning, and Public Policy**; **Chapter 5, Open Space**; and **Chapter 7, Historic and Cultural Resources**. The analysis of existing urban design and visual resources conditions has been informed by field visits and site photographs, and future conditions without and with the Proposed Actions also rely on computer imaging and graphic renderings. Photos included in this assessment were taken on April 9, 2021 and May 4, 2021.

Assessment Criteria

In general, an assessment of urban design and visual resources is needed when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. The elements contributing to urban design are described in the *CEQR Technical Manual* as follows:

- **Streets:** For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalk is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, streetlights, fire hydrants, curb cuts, or newsstands.
- **Buildings:** Buildings support streets. Building streetwalls 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, 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 such as parks, yards, cemeteries, parking lots, and privately-owned public spaces.
- **Natural Features:** Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- **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.

As described in **Chapter 1, Project Description** and detailed above, the Proposed Actions include zoning map and zoning text amendments that would permit physical alterations beyond what is allowed by existing zoning. Therefore, an urban design and visual resources analysis is warranted.

Study Area

Consistent with **Chapter 2, Land Use, Zoning, and Public Policy**, the area within a quarter mile of the Project Area is defined as the study area for this analysis. The study area is roughly bounded by Wortman Avenue to the north, East 107th Street to the west, Twin Pines Drive to the south, and Van Siclen Avenue to the east.

Detailed Analysis

Existing Conditions

This section provides a summary of the existing conditions within the study area, supported by area photos. **Figure 8-1** provides an aerial image of the Development Site, Project Area, and quarter-mile study area, as well as a photo key for area photos. Accompanying **Photo 8-1** through **Photo 8-24** show existing conditions of the Development Site and study area.

Figure 8-1 Urban Design Photo Key



Urban Design: Streets, Buildings, Open Space, and Natural Features

Development Site and Project Area

The Development Site is located in the East New York neighborhood of Brooklyn, New York, within Brooklyn Community District 5, just north of the Spring Creek Towers/Starrett City development. The Development Site encompasses the northern portion of the block bounded by Flatlands Avenue to the north, Pennsylvania Avenue to the east, Louisiana Avenue to the west, and Vandalia Avenue to the south and has a lot area of approximately 449,653 sf (10.3 acres). Flatlands Avenue is a wide street with a width of approximately 110 feet. The sidewalks located along Flatlands Avenue in this area are approximately 10 feet wide. They are in a good state of repair with minimal cracks and with street trees located at regular intervals along the road. The side of the street that abuts the CCC contains a concrete retaining wall with cast-iron fencing on top, trees, and other decorative landscaping. Two curb cuts provide access to and from the Development Site at the intersection of Alabama Avenue and Georgia Avenue on Flatlands Avenue. Pennsylvania Avenue is a wide street with a width of approximately 120 feet. The sidewalks located along Pennsylvania Avenue in this area are approximately 15 feet wide and they are in a good state of repair. There are no street trees on the sidewalk in this area. A chain-link fence with overgrown vegetation separates the Development Site from the street along the Pennsylvania Avenue frontage. Finally, Louisiana Avenue is a narrow street with a width of approximately 70 feet. The sidewalk along Louisiana Avenue is approximately 12 feet wide and is in a good state of repair.

The Development Site is currently improved with the one-story with mezzanine (approximately 40 feet tall), 92,784-gsf CCC, a large, non-denominational house of worship constructed in 1997, which is situated on the western portion of the Development Site and is surrounded by a surface parking lot containing approximately 383 parking spaces, accessed via the curb cut from Alabama Avenue and via two existing curb cuts along Louisiana Avenue (**Photo 8-1**, **Photo 8-2**, and **Photo 8-3**). The eastern portion of the Development Site is unimproved land, typically serving as a location for overflow parking during church services and other events at the CCC and otherwise not used (**Photo 8-4**, **Photo 8-5,** and **Photo 8-6**).

The Project Area contains the Development Site as well as *de minimis* portions of the north side of Block 4434, Lot 60 and Block 4431, Lots 70 and 100 and extends to the centerlines of Flatlands Avenue, Louisiana Avenue, and Pennsylvania Avenue.

Study Area

Streets

In the northern half of the study area (north of Flatlands Avenue), the roadway network is generally a grid, which is interrupted in some locations by superblocks formed by New York City Housing Authority (NYCHA) developments, parks, and large manufacturing and industrial buildings. The super blocks of the NYCHA Breukelen Houses on the northwest side of the study area are divided by Williams Avenue, East 108th Street, and Glenwood Road, which are 80-feet wide. Streets are spaced between 500 and 750 feet apart in this area along

Flatlands Avenue and Glenwood Road, which runs through the middle of the NYCHA development. Northeast of the Breukelen Houses and Breukelen Ballfields is a more regular street grid, which comprises the Industrial Business Zone. Alabama Avenue, Georgia Avenue and Sheffield Avenue are one-way, 60-foot-wide streets that run roughly north to south through this portion of the study area. Malta Street is a similar width but with bidirectional traffic. These streets are regularly spaced approximately 250-feet apart, which is two to three times less than the street spacing in the area of the Breukelen Houses described previously. Sheffield Avenue is discontinuous, interrupted by a double-wide block between Wortman Avenue to the north, Pennsylvania Avenue to the east, Cozine Avenue to the south, and Georgia Avenue to the east, which accommodates a large one-story warehouse.

Pennsylvania Avenue is one of two major roadways in the study area and runs north-south through the east side of the study area (**Photo 8-7**). The other major street is Flatlands Avenue. Both streets are wide, between 110 and 125 feet, within the study area, and have between two and four traffic lanes in each direction. These two streets intersect at the northeast corner of the Project Area. North of the intersection in the northernmost corner of the study area are New Jersey Avenue and Vermont Street, which are consistent with the spacing and width of the north-south streets like Georgia Avenue just to the southwest. Northeast of Vermont Street along both sides of Cozine Avenue, which is 80-feet wide and a continuation of Glenwood Road, are two more superblocks which extend beyond the bounds of the study area radius.

The superblocks that compose the Spring Creek Towers/Starrett City housing development are located in the southern half of the study area, south of Flatlands Avenue, where the street grid is more irregular. Pennsylvania Avenue divides the Spring Creek Towers/Starrett City development into eastern and western halves. This segment of Pennsylvania Avenue, south of Flatlands Avenue, is partially served by dedicated bus-only lanes and has center medians with pedestrian refuges. The other major road that provides access to Spring Creek Towers/Starrett City in southeastern portion of the study area is Vandalia Avenue, a 72-foot-wide road that connects Louisiana Avenue to the west with Van Siclen Avenue to the east. Vandalia Avenue, like Twin Pines Drive and Schroeders Avenue just south of the study area, does not have a standard street width. Ardsley Loop on the east side of the study area and Croton Loop on the west side are among several 50-foot-wide loop roads connected to Pennsylvania Avenue and Vandalia Avenue that serve the Spring Creek Towers/Starrett City parking garages (**Photo 8-8**). Flatlands Avenue runs generally in an east to west direction (**Photo 8-9**) along the north side of the Project Area. At the time of the two site visits that were conducted in April and May 2021, the intersection of Flatlands Avenue and Louisiana Avenue on the west side of the study area was undergoing significant construction, which disrupted traffic throughout the study area (**Photo 8-10**). Louisiana Avenue is a narrow through route (70-feet wide) in the study area that runs north to south. It runs parallel to East 108th Street, which forms the westernmost boundary of the study area.

Sidewalks on the major streets in the study area such as Flatlands Avenue and on narrow streets such as Georgia Avenue are between 10 and 15 feet wide. Specifically, the sidewalk on Flatlands Avenue is approximately 10 feet wide, on Pennsylvania is approximately 15 feet wide, and on Louisiana Avenue is approximately 12 feet wide.

Buildings

The study area contains a mix of low- to mid-rise residential buildings surrounded by open space, manufacturing and industrial buildings such as warehouses and distribution centers and public facilities and institutions.

The urban design character of the study area is characterized by the presence of large housing development complexes that exhibit a "tower in the park" typology, meaning the buildings are set back from the street and surrounded by large open spaces. The NYCHA Breukelen Houses, located on the west side of study area, is a low-rise housing development comprising three-story brick buildings surrounded by trees and lawns (**Photo 8-11**). The Breukelen Houses are one of three NYCHA developments in the study area.

The NYCHA Vandalia Houses is a senior housing complex located just south of the Project Area and north of the Spring Creek Towers/Starrett City complex. It includes two 10-story brick towers connected by a small one-story lobby. The Vandalia Houses are directly adjacent to the Council Towers (an approximately 111-foot-tall brick building), a three-building complex of privately owned senior housing surrounded by landscaped lawns, trees, walkways leading up to the building entrance, and parking.

The third NYCHA development in the study area, the Linden Houses, is located on the northeast side of the study area. The Linden Houses include a series of rectangular eight-story and 15-story buildings. The Linden Houses occupy several super blocks between Stanley Avenue to the north, Vermont Street to the west, Cozine Avenue to the south, and Van Siclen Avenue to the east (**Photo 8-12**).

The southwest portion of the study area is developed with the Spring Creek Towers/Starrett City complex, a large private residential development located on a peninsula between Flatlands Avenue to the north, Fresh Creek Basin to the west, the Belt Parkway to the south, and Hendrix Creek to the east. Pennsylvania Avenue runs down the center of the development from north to south (**Photo 8-13**). Spring Creek Towers/Starrett City is composed of a series of 20-story brick apartment towers surrounded by large areas of grassy lawns and parking (**Photo 8-14**). The towers are the tallest buildings in the study area and therefore greatly influence its urban design character (**Photo 8-15**). The residential buildings do not contain ground floor retail and are set back significantly from the streets that border and cut through the development (**Photo 8-16**). Private security booths are located throughout the development.

Blocks to the north of the Project Area in the area bounded by Wortman Avenue to the north, Louisiana Avenue to the west, Flatlands Avenue to the south, and Pennsylvania Avenue to the east are occupied by a variety of manufacturing and industrial uses, and consequently this portion of the study area is largely defined by an industrial building character. Two full blocks are occupied by a one-story brick warehouse for Rainbow Clothing stores, with several curb cuts and loading bays along Cozine Avenue (**Photo 8-17**). Other industrial uses include a bottle deposit and recycling facility, the operation of which can obstruct the sidewalk and pedestrian traffic (**Photo 8-18**). There are two public facilities located on the blocks between Alabama Avenue and Georgia Avenue, including the NYC Department of Sanitation Brooklyn Community District 16 Garage and the MTA Cozine Iron Workshop South. These buildings exhibit a similar character to the surrounding industrial buildings. Along Flatlands Avenue are several automobile-related businesses, including a scrapyard between Alabama Avenue and

Georgia Avenue and a used car dealership between Alabama Avenue and Louisiana Avenue (**Photo 8-19**). There are gas stations on both the northeast and northwest corners of the intersection of Flatlands Avenue and Pennsylvania Avenue (**Photo 8-20**). These uses contribute to a more auto-centric character of the study area.

Local and big box retail within the study area is located within strip malls with large accessory surface parking lots. On the west side of Louisiana Avenue across from the Project Area is a large retail development with a Food Bazaar supermarket and several restaurants spread across three buildings with parking in between (**Photo 8-21**). Other similar retail is located on both sides of Pennsylvania Avenue north of Flatlands Avenue. Most stores in this area are set back from the street with accessory parking lots located between the sidewalk sand the building frontage. This arrangement does not activate sidewalk space for pedestrians and store customers (**Photo 8-22**). A limited number of stores are located directly adjacent to the sidewalk.

Open Space and Natural Features

Three public open spaces are located within the study area that are operated and maintained by the NYC Department of Parks and Recreation. Breukelen Ballfields is a 16.16-acre park located diagonally across from the northwest corner of the Project Area, on two blocks between Stanley Avenue to the north, Williams Avenue to the west, Flatlands Avenue to the south, and Louisiana Avenue to the east. It comprises five baseball diamonds, three of which are located on the block south of Glenwood Avenue that is closest to the Project Area (**Photo 8-23**). A playground, basketball court, and handball court are located just north of the study area adjacent to Public School 260. Mature deciduous trees line the edge of the park along the Louisiana Avenue and Flatlands Avenue sides of the park. Shared bike and pedestrian paths weave through the western side of the park beyond the edge of the baseball fields (**Photo 8-24**).

Fresh Creek Nature Preserve is a 77.04-acre park, located on the banks of Fresh Creek Basin, that contains 42 acres of salt marsh. Together, Fresh Creek Basin and Nature Preserve cover an area roughly bounded by Flatlands Avenue to the north, East 108th Street to the west, Jamaica Bay to the south, and Louisiana Avenue to the east. The eastern bank of the park contains walking paths and views of the creek, with an entrance along Louisiana Avenue just south of the study area (**Photo 8-25**). The paths wind through the nature preserve and contain information plaques that describe the ecosystem and native wildlife. The western bank of the park on the far side of Fresh Creek Basin from the Project Area is not publicly accessible.

Fresh Creek Basin is a narrow, approximately 1.25-mile long inlet off of Jamaica Bay that runs north to Flatlands Avenue (**Photo 8-26**). It is not a publicly accessible waterbody and there are no docks, beaches, or fishing areas. It is bordered by salt marshes and wetlands, which have been the target of restoration and revitalization plans by the City of New York in the last five years.

Ethan Allen Playground is a 0.80-acre park containing a playground, basketball courts, handball courts, and trees located on Wortman Avenue between New Jersey Avenue and Vermont Avenue.

Visual Resources

There are two visual resources located within the study area—Fresh Creek Nature Preserve (**Photo 8-25**) and Fresh Creek Basin (**Photo 8-26**), both of which are located approximately 450 feet southeast of the Project Area. The tops of some trees that are located within Fresh

Creek Nature Preserve are visible from the Project Area. However, the park is separated from the Project Area by a shopping plaza that is located along the west side of Louisiana Avenue, between Flatlands Avenue and Vandalia Avenue, and the majority of the park's features, such as wetlands, are not visible. There are no clear sightlines to Fresh Creek Basin from the Project Area under existing conditions. In addition, the Project Area is not visible from the publicly accessible portions of the Spring Creek Nature Preserve. Therefore, no significant adverse impacts to these two visual resources would occur and no further analysis is warranted.

Photo 8-1 Christian Cultural Center within the Development Site, looking Southeast from Flatlands Avenue



Photo 8-2 Christian Cultural Center within the Development Site, looking East from Louisiana Avenue



Photo 8-3 Development Site looking East from Louisiana Avenue



Photo 8-4 Development Site looking Southwest from Flatlands Avenue



All photos captured on 4/9/21 and 5/4/21

Photo 8-5 Development Site looking Southeast from Flatlands Avenue



Photo 8-6 Development Site looking west from Pennsylvania Avenue



Photo 8-7 Intersection of Pennsylvania Avenue and Flatlands Avenue looking South



Photo 8-8 Vandalia Avenue and Bethel Loop looking Southwest



All photos captured on 4/9/21, 5/4/21, and 9/21/21

Photo 8-9 Flatlands Avenue looking East from Vermont Street



Photo 8-10 Intersection of Flatlands Avenue and Louisiana Avenue looking East



Photo 8-11 NYCHA Breukelen Houses looking North from Glenwood Road



Photo 8-12 NYCHA Linden Houses from the Intersection of Vermont Street and Cozine Avenue



All photos captured on 4/9/21 and 5/4/21 and 9/26/2021

Photo 8-13 Pennsylvania Avenue looking North from Twin Pines Drive East



Photo 8-14 Spring Creek Towers/Starrett City looking North from Louisiana Avenue



Photo 8-15 Spring Creek Towers/Starrett City looking East from Pennsylvania Avenue



Photo 8-16 Spring Creek Towers/Starrett City Looking Northwest from the Intersection of Vandalia Avenue and Bethel Loop



All photos captured on 4/9/21 and 5/4/21

Photo 8-17 Cozine Avenue at Sheffield Avenue looking North



Photo 8-18 Alabama Avenue between Flatlands Avenue and Cozine Avenue looking North



Photo 8-19 Flatlands Avenue at Malta Street looking North



Photo 8-20 Intersection of Flatlands Avenue and Pennsylvania Avenue looking Northwest



All photos captured on 4/9/21 and 5/4/21

Photo 8-21 Looking South at Shopping Center along Flatlands Avenue and Louisiana Avenue



Photo 8-22 Looking North at Shopping Center from Intersection of Cozine Avenue and Pennsylvania Avenue



Photo 8-23 Northwest Corner of Flatlands Avenue and Louisiana Avenue looking West



Photo 8-24 Breukelen Ballfields Bicycle and Pedestrian Paths looking East



All photos captured on 4/9/21 and 5/4/21

Photo 8-25 Fresh Creek Nature Preserve looking Southwest towards Fresh Creek Basin



Photo 8-26 Fresh Creek Basin looking East towards Spring Creek Towers/Starrett City from E 108th Street



All photos captured on 4/9/21 and 5/4/21

No-Action Condition

In the future without the Proposed Actions (the No-Action condition), the Development Site would remain unchanged from existing conditions, with only the CCC operational on the site, surrounded by surface parking and vacant land serving as overflow parking.

Urban Design: Streets, Buildings, Open Space, and Natural Features

Project Area and Study Area

Streets

One transportation project is proposed on the South Brooklyn Crosstown Select Bus Service (SBS) B86 bus route in the No-Action condition.[2] The Southern Brooklyn Crosstown SBS route aims to improve bus speeds, reliability, and driver and pedestrian safety along a ten-mile bus route in Brooklyn from the Gravesend to Spring Creek neighborhoods. The B82 SBS was launched in 2018 by the NYC Department of Transportation (DOT) and NYC Transit Authority (NYCTA). The capital project focuses on the 7.5-mile portion of the entire SBS corridor along Kings Highway, Flatlands Avenue, and Pennsylvania Avenue. Along these three corridors, the capital project will build a combination of new bus lanes with high-quality bus stations, apply signal timing changes, and implement safety improvements for bus passengers, pedestrians, and all street users. Existing bus stops will be rehabilitated with expanded ADA-accessible platforms, bus shelters, lighting, and seating. Finally, concrete curb extensions and central medians will be built to reduce crossing distances for pedestrians.

Buildings

No new developments are anticipated to be completed within the quarter-mile study area under the future No-Action condition by the 2031 analysis year. As such, building forms are expected to remain unchanged as compared to existing conditions.

Open Space and Natural Features

No new publicly accessible open space is anticipated to be constructed in the study area by the analysis year. Further, there are no ongoing or planned capital improvement projects at parks or open spaces in the study area.

With-Action Condition

As detailed in **Chapter 1, Project Description**, the With-Action condition would extend the street network through the site, providing vehicular, bicycle, and pedestrian connections through the site.

Additionally, the Proposed Actions would facilitate the development of approximately 84,950 sf (approximately 1.95 acres) of publicly accessible open space across the site, consisting of an entry plaza that would serve as a public facing entrance to the CCC, a public arcade

[2] Information retrieved from NYC Capital Projects: https://www1.nyc.gov/site/capitalprojects/dashboard/project.page?pid=802 and NYC Department of Transportation: https://nycdotprojects.info/south-brooklyn-sbs/south-brooklyn-sbs-project-area#

connecting to the center of the site, a quad to serve as a central gathering space, and interconnecting landscaped areas and pathways. The Proposed Project would include approximately 84,950 sf of publicly accessible open space, consisting of an entry plaza on the corner of Flatlands and Louisiana Avenues; a central quad anchored by the PAC, and bookended on either side by the church building and a residential building with a ground-floor child care facility a public arcade lined with additional community facility space, and interconnecting landscaped areas and pathways. The Proposed Project would also include an approximately 11,800-sf privately accessible playground adjacent to the childcare facility and approximately 18,400 sf of private recreation space on the roof of the public parking garage. (The rooftop recreation area would be publicly accessible except during Sundays and Tuesday evenings, which are periods of peak church parking demand. The playground would be publicly accessible outside of daycare hours.) The Proposed Project would also include approximately 36,000 sf of private open space across the site, including residential building courtyards and terraces for passive recreation.

The Proposed Development would include approximately 2,200,538 gsf of development (4.29 FAR) within 10 new buildings, above grade public parking garage along with below-grade accessory parking, and the PAC, while the church building will remain. This would include approximately 1,645,820 gsf of residential space accommodating approximately 2,050 residential units; approximately 100,904 gsf of community facility space, including a day care (approximately 12,320 gsf), general community facility space to include uses such as a senior center or medical office space (approximately 9,900 gsf), and the remainder of the existing CCC facility (78,684 gsf); approximately 110,570 gsf of commercial space, including an approximately 14,300 gsf grocery store, approximately 65,670 gsf of local retail space, a trade school (approximately 14,100 gsf) to be located in one wing of the existing CCC building, and a PAC (approximately 16,500 gsf); and approximately 343,244[3] gsf of parking, including approximately 145,684 gsf of residential parking and approximately 197,560 gsf of above-grade public parking.

The sections below discuss the design components of each of the Proposed Project features in detail.

Urban Design: Streets, Buildings, Open Space, and Natural Features

Project Area and Study Area

Streets

As part of the Proposed Project, approximately 104,150 sf of private streets and sidewalks would be constructed within the Development Site and would create seven blocks with a grid of approximately 200-foot-by-150-foot blocks across the eastern half of the site, with the block containing Buildings 5 through 8 and the CCC and the block containing Building 9/10 and the CCC garage are larger and irregularly shaped (see **Figure 8-2**). Existing curb cuts on Louisiana Avenue and Pennsylvania Avenue would be relocated to facilitate the new internal private street network. On Flatlands Avenue, one existing curb cut that aligns with

[3] The 343,244 gsf of parking provided includes approximately 25,410 sf of flex space would be provided on the roof of the proposed public parking garage to allow for increased parking capacity during the church's peak parking periods (Sundays and Tuesday evenings). At all other times, this space would be reserved for private recreation space.

Georgia Avenue would be maintained, and a second would be relocated from its current alignment with Alabama Avenue to align with Sheffield Avenue.

Figure 8-2 Development Site Street Access Plan



The proposed street extensions of Georgia Avenue and Sheffield Avenue would each provide three traffic lanes and would be 30 feet wide, allowing for a drop off or loading lane on the eastern side of the streets. The Georgia Avenue access would provide two-way traffic between Flatlands Avenue and the PAC and would end in a cul-de-sac between the PAC and Building 4. The Sheffield Avenue access would allow for two-way traffic between Flatlands Avenue and its southern terminus. In addition, a primarily east-west interior roadway would be provided, including a single one-way westbound travel lane from Pennsylvania Avenue to Georgia Avenue. During peak periods for the CCC, traffic would be directed along two one-way eastbound travel lanes from Louisiana Avenue to Georgia Avenue, where Louisiana Avenue would provide an entry point to the site and to the parking garage, and Georgia Avenue would provide an exit point. During off-peak hours for the CCC, a portion of this roadway (Central A and Central B) would be closed to vehicular traffic, and the western segment of Central Louisiana between Louisiana Avenue and the PAC would have two-way traffic via one eastbound lane and one westbound lane to provide access to the proposed public parking garage and one of the residential parking garages. Outside of peak CCC hours, the portion of roadway (Central A and Central B) that would be closed to traffic outside of peak periods for the CCC would provide additional pedestrian circulation and access to the CCC, the quad, the

PAC, and the public parking garage. Sidewalks would generally be a minimum of approximately 11-feet 6-inches wide near the public parking garage and approximately 13 feet elsewhere within the site and would be provided along all of the interior roadways to facilitate pedestrian circulation at all times within the Development Site. Street trees would line the sidewalks at regular intervals to enhance the pedestrian experience and contribute to a pleasing urban fabric.

Buildings

As discussed in **Chapter 1, Project Description**, the Proposed Actions include changes to the existing zoning provisions that would modify building form and the way pedestrians would experience the streetscape within and near the Development Site. A total of ten new buildings that front the avenues and private streets—including the proposed mixed-use buildings, the above grade public parking garage, and the PAC—are proposed to be constructed as part of the With-Action condition (see **Figure 8-3** and **Figure 8-4**).

The buildings would be situated along the proposed interior roadway system described above, to extend the established street grid to the north of the Development Site onto the site). The buildings would generally follow a contextual building form with strong street walls, varying base heights from two to 15 stories, setbacks, building articulations, and maximum building heights across the Development Site. The design of the Proposed Project would be well-integrated with the existing CCC facility, as the facility would be framed by Building 6 with frontage along Flatlands Avenue and Buildings 7/8 with frontage along Louisiana Avenue (see **Photo 8-27**). A landscaped entry plaza leading up to the entrance of the CCC would create an inviting street presence and contribute to a positive pedestrian experience. This experience would be further facilitated into the urban fabric with the quad (the heart of the Development Site) that is anchored by the PAC and framed by Buildings 3, 4, and 5 (see **Photo 8-28**). Detailed descriptions of the building design and how it contributes to the urban fabric are provided below.

Building 1 is proposed between Sheffield Avenue (extended) and Pennsylvania Avenue. This building would range from 12 to 15 stories over a base of one to two stories in some areas (see **Photo 8-29**) and would have frontage on both Flatlands Avenue and Pennsylvania Avenue. The tallest 15-story portion of the building would reach a height of approximately 161 feet (176 feet to the top of bulkhead) and would have a 13-story (approximately 141 feet in height) shoulder along Pennsylvania Avenue (both to the north and south of the 15-story portion of the building) and a 12-story (approximately 131 feet in height) shoulder along the Sheffield Avenue access road. At the southwest corner of the building, the building base between the 12-story and 13-story shoulders would be two stories and would reach a maximum height of approximately 31 feet to accommodate five maisonette units along the proposed east-west roadway.

Building 2 is proposed along Pennsylvania Avenue and the proposed east-west roadway, immediately south of Building 1. The building would range from 11 to 13 stories and would provide ground floor retail and residential units in the upper floors (see **Photo 8-30**). An 11-story portion of the building, at a height of approximately 120 feet, would form a street wall along Pennsylvania Avenue in conjunction with Building 1. The central 13-story core of the building would rise to a height of approximately 140 feet (155 feet with bulkhead), before stepping down again to 11 stories along the proposed Sheffield Drive extension. Five

maisonette units are proposed along the north side of the building in a two-story (approximately 30 feet in height) base, fronting along the proposed east-west roadway. The proposed maisonettes within the two-story building base would reflect the design along the north side of the street and is intended to create an inviting an activated street frontage with multiple entrances and landscaped yards.

Figure 8-3 Development Site Axonometric Diagram



Figure 8-4 No-Action/With-Action Comparative Views Photo Key



Photo 8-27 R1 – Illustrative Rendering: View facing southeast from Flatlands Avenue



For Illustrative Purposes Only. Source: Practice for Architecture Urbanism (PAU) DPC

Photo 8-28 R2 – Illustrative Rendering: View facing southeast across the quadrangle



For Illustrative Purposes Only. Source: Practice for Architecture Urbanism (PAU) DPC

Photo 8-29 CV1 – Comparative View facing west on Flatlands Avenue from its intersection with Pennsylvania Avenue

No-Action Condition



With-Action Condition (Illustrative Massing)



For Illustrative Purposes Only; Approximate Heights Are Shown

Figure 8-5 With-Action Condition (R3 – Illustrative Rendering)



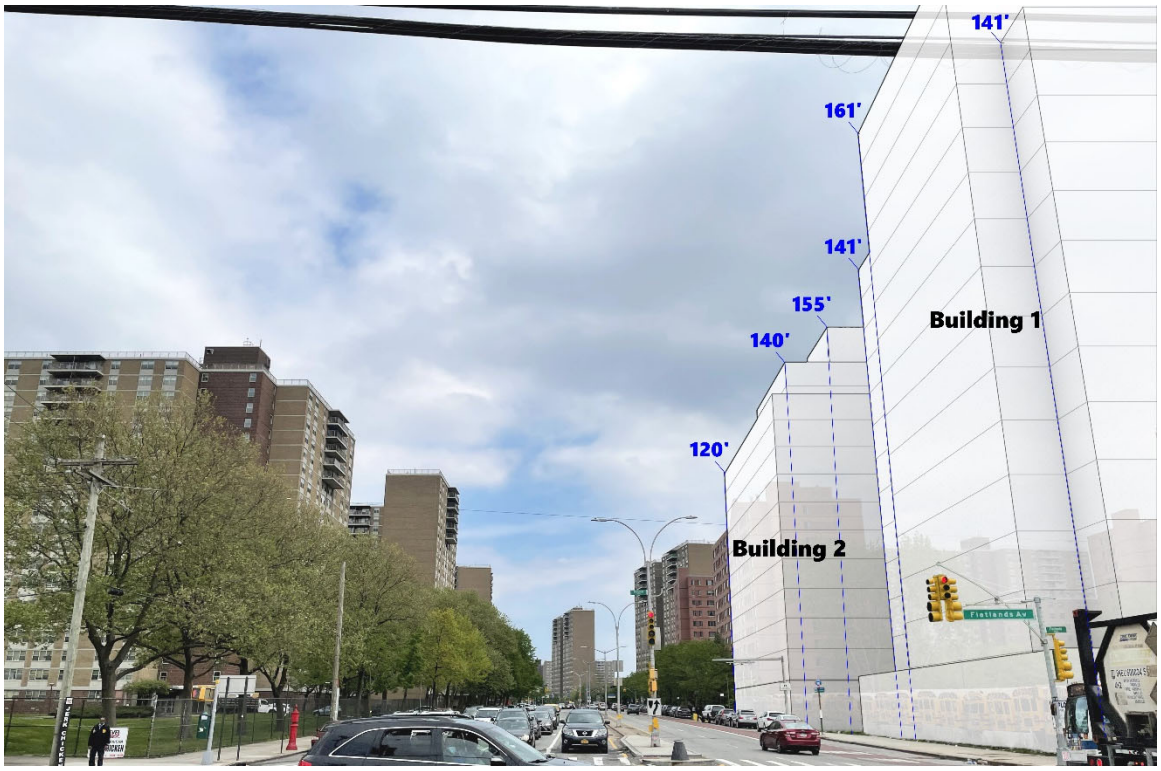
For Illustrative Purposes Only. Source: Practice for Architecture Urbanism (PAU) DPC

Photo 8-30 CV2 – Comparative View facing south on Flatlands Avenue from its intersection with Pennsylvania Avenue

No-Action Condition



With-Action Condition (Illustrative Massing)



For Illustrative Purposes Only; Approximate Heights Are Shown

Figure 8-6 R4 – Illustrative Rendering: View facing west from Pennsylvania Avenue



For Illustrative Purposes Only. Source: Practice for Architecture Urbanism (PAU) DPC

Building 3 is proposed between Georgia Avenue (extended) and Sheffield Avenue (extended). This building would range from nine to 14 stories over a base of one to two stories in some areas (see **Photo 8-31)**. The building bulk would increase from west to east, reaching a maximum height of approximately 150 feet (approximately 165 feet with bulkhead) and would have a lower shoulder of approximately 140 feet (13 stories) along the Sheffield Avenue access road. The building would be set back from the proposed interior roadway (the east-west roadway that is proposed to the south of the building) above a two-story base. Ten maisonette units are proposed within the two-story building base that would front on the proposed east-west roadway. The units would be set back from the public sidewalk by steps that would be framed by planter boxes. This would bring ample light and air into interior street within the interior of the site, while maintaining a continuous streetwall along Flatlands Avenue and providing a direct entrance into the building.

The interior portion of the Development Site would contain the proposed publicly accessible quadrangle, as well as Building 4, the PAC, and the proposed public parking garage. Building 4 would contain a mix of residential and community facility uses and would consist of a 12-story building (approximately 129 feet, or approximately 144 feet with bulkhead) with nine- and 10-story wings set on a two-story base. The eastern portion of the building, along the Sheffield Drive extension, would consist of nine stories (approximately 99 feet to the top of the roof); the western portion of the building, oriented along the proposed quad, would rise to ten stories (approximately 109 feet to the top of the roof). Eleven maisonette units would be provided within the two-story (approximately 29 feet to the top of the roof) building base along the northern and western frontages of the building. The proposed maisonettes would reflect the design along the north and eastern side of the street and would also serve to provide a transition in scale down to the PAC's profile and the interior open space. The bulk approach, together with the location of the street wall and uses, create a strong definition and legibility to the public space and enhance its function as an anchor of activity of the development.

The PAC would be located in the center of the Development Site, immediately west of Building 4, and would feature an L-shaped building that would be approximately 50 feet in height. The PAC would serve to anchor the quad as the civic heart of the Proposed Project. As such, public visibility and access is an important component in its placement and design. Specifically, the sidewalk along the Georgia Avenue alignment would be widened to create an entry point and would further expand the public space with the arcade space in Building 5. These elements also control the building heights in the vicinity of the PAC, allow the PAC to remain at a height of 50 feet, and reduce the incidence of shade on the quadrangle. The proposed parking garage would be constructed immediately south of the PAC to a height of eight stories and approximately 74 feet (see **Figure 8-7**).

Figure 8-7 Proposed Parking Garage



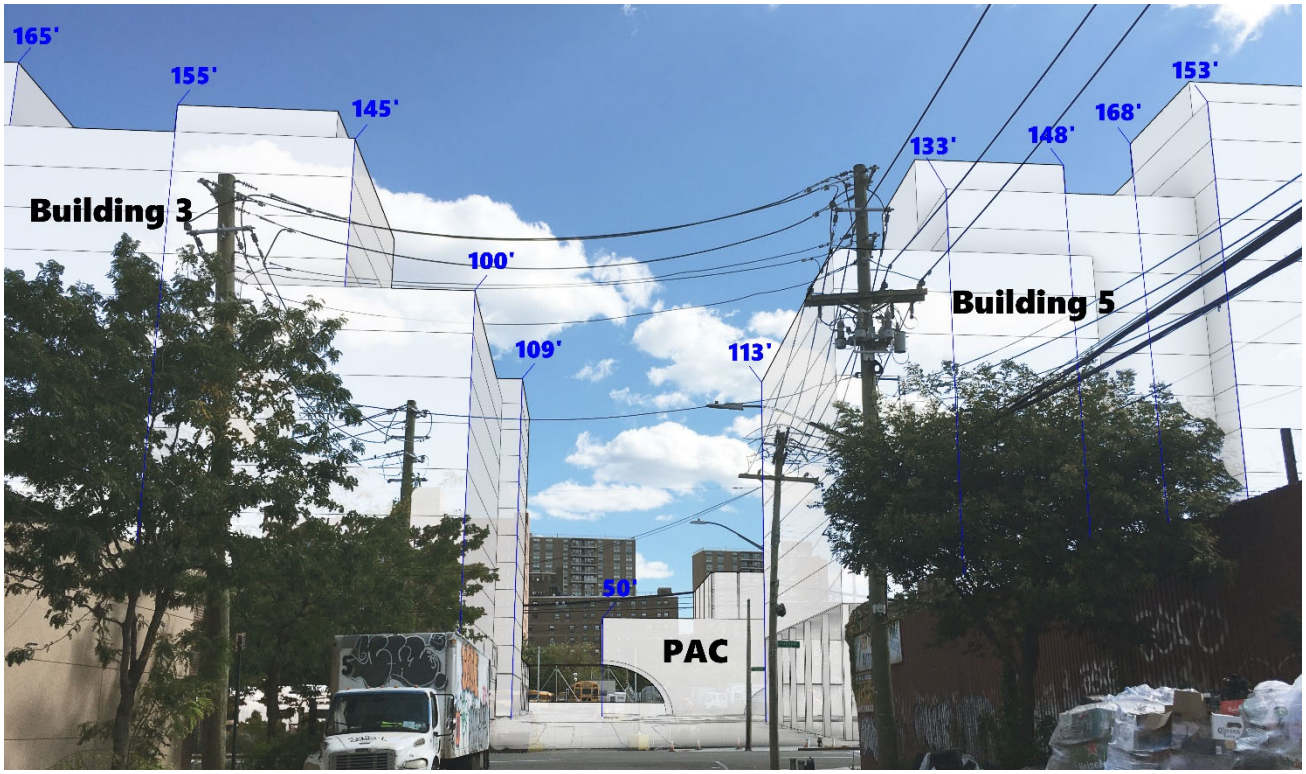
View of the proposed parking garage with the rear of the CCC in the foreground.

Photo 8-31 CV3 – Comparative View facing south on Georgia Avenue

No-Action Condition



With-Action Condition (Illustrative Massing)



For Illustrative Purposes Only; Approximate Heights Are Shown

Figure 8-8 With-Action Condition (R5 – Illustrative Rendering)



For Illustrative Purposes Only. Source: Practice for Architecture Urbanism (PAU) DPC

Building 5 and the proposed central open space quad are proposed between Alabama Avenue (extended) and Georgia Avenue (extended). The 14-story building would contain ground floor retail and community facility uses with residential uses above (see **Photo 8-32**). The proposed building would range from 10 to 14 stories over a one-story base in some areas, with the tallest portion of the building reaching a height of approximately 153 feet (approximately 168 feet to the top of the bulkhead). The central 12-story portion of the building (a height of approximately 133 feet to the top of the roof) would be set back from the street by approximately 10 feet, providing a break in the street wall, and by approximately 40 feet at the rear of the building above a one-story base (approximately 23 feet in height to the top of the roof), creating a rear courtyard. An approximately 20-foot-deep arcade, with a clearance of 20 feet, would be provided at ground level at the eastern end of the building along the Georgia Avenue access road. The arcade would have seating and would likely provide spill-out space for the adjacent community facility that would occur on the ground-level of Building 5. The arcade would serve to provide site lines to the interior of the site, including the proposed quad and the PAC. It would also frame the PAC and provide shade for pedestrians passing through this area (see **Photo 8-31**).

Photo 8-32 CV4 – Comparative View facing east along Flatlands Avenue from its intersection with Alabama Avenue

No-Action Condition



With-Action Condition (Illustrative Massing)



For Illustrative Purposes Only; Approximate Heights Are Shown

Four mixed-use buildings would be constructed with frontage along Flatlands Avenue, creating a consistent street wall, and would include a ten-foot setback from the street to provide a wider sidewalk (see **Photo 8-33**). Building 6 is proposed between Malta Street (extended) and Alabama Avenue (extended). This 14-story building would contain ground floor retail with residential uses above. The proposed building would range from 10 to 14 stories over a one-story base in some areas, with the 14-story portion of the building situated along a pedestrian walkway extending south from Alabama Avenue. Building 6 would reach a height of approximately 155 feet (170 feet with a 15-foot-tall bulkhead), as measured from the base plane. Lower shoulders of the building include a central 12-story portion of the building (a height of approximately 135 feet to the top of the roof), which would be set back above a base height of approximately 25 feet, and a ten-story portion of the building that is proposed closer to Malta Street and would reach a height of approximately 115 feet. Building 6 together with Buildings 7/8 would have a tiered design to frame the entrance to the CCC.

Finally, Buildings 7/8 and 9/10 are proposed along Louisiana Avenue. These buildings would be mixed-use residential buildings with retail on the ground floor. Buildings 7/8, which would be located closer to Flatlands Avenue, would range from nine to 12 stories, reaching a maximum height of approximately 134 feet (approximately 149 feet with bulkhead) at the southern end of the building. A one-story portion of the building (approximately 24 feet to the top of the roof) would be provided along Louisiana Avenue west of a 10-story portion of the building (approximately 115 feet in height), to break up the building massing.

Buildings 9/10 would be constructed in an L-shape, with frontage along both Louisiana Avenue and the proposed east-west roadway (see **Photo 8-34**). These buildings would rise to 12 stories, (approximately 133 feet to the top of the roof and approximately 148 feet to the top of the proposed bulkhead) at its northwest corner. Along the north side of the building and the internal access road, the number of stories and building heights would alternate from west to east with a 10-story portion of the building (approximately 113-foot-tall), then a one-story portion of the building (approximately 23-foot-tall), followed by a nine-story portion of the building (approximately 103-foot-tall), and finally a one-story portion of the building (approximately 23-foot-tall). Along Louisiana Avenue the building would consist of 10-story (approximately 113-foot-tall), 12-story (approximately 133-foot-tall) and 10-story (approximately 113-foot-tall) sections and would have a staggered setback from the street.

Photo 8-33 CV5 – Comparative View facing east along Flatlands Avenue from its intersection with Louisiana Avenue

No-Action Condition



With-Action Condition (Illustrative Massing)

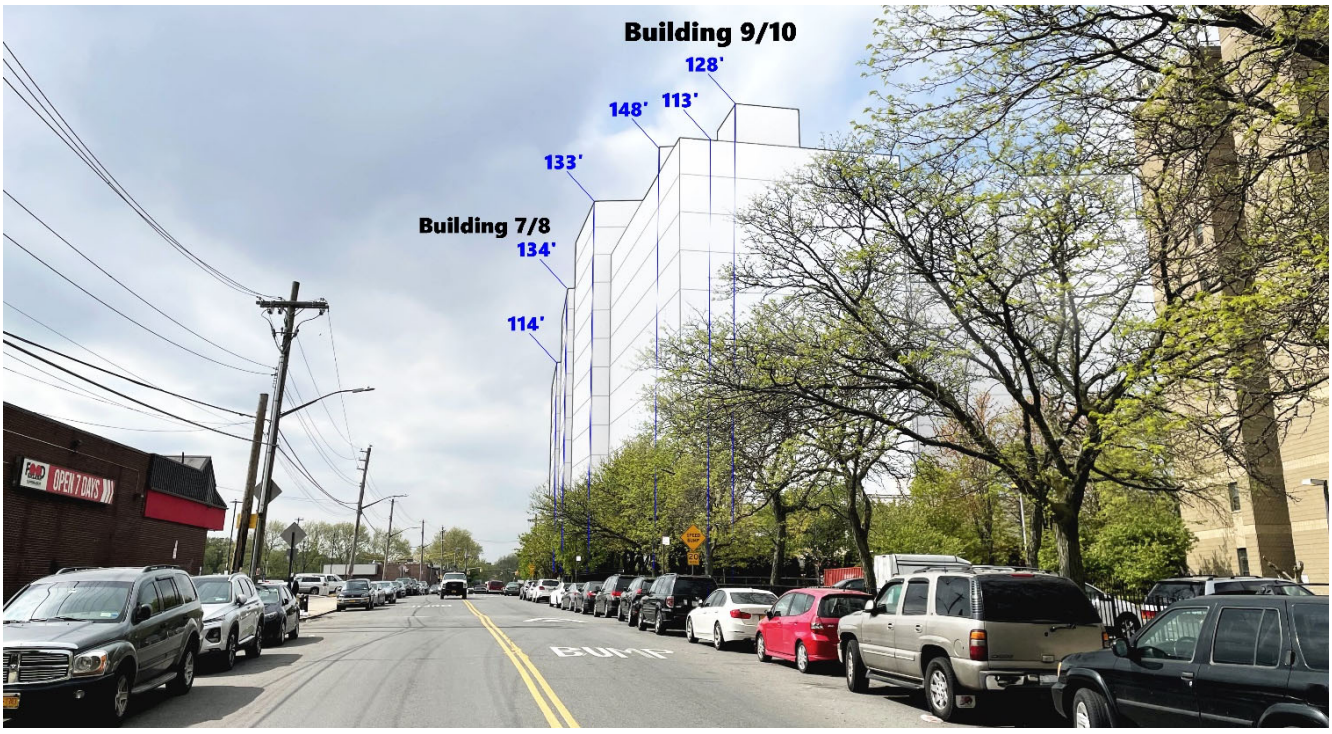


Photo 8-34 CV6 – Comparative View facing north on Louisiana Avenue and Vandalia Avenue

No-Action Condition



With-Action Condition (Illustrative Massing)



For Illustrative Purposes Only; Approximate Heights Are Shown

Open Space

As discussed in **Chapter 5, Open Space**, approximately 1.95 acres of publicly accessible open space would be created within the Development Site. This open space would be located primarily on the west side of the Development Site near the intersection of Flatlands Avenue and Louisiana Avenue, as well as within a quad which is proposed in front of the PAC. Publicly accessible open space would occur in the form of an entry plaza, quad, and public arcade. Privately owned open space would include a playground, residential building courtyards and terraces, and recreation space on the roof of the parking garage. Detailed descriptions of these spaces are provided below. Altogether, the Development Site would include approximately 84,950-sf of publicly accessible space across the different types of open spaces and 65,400-sf of privately accessible space.

Entry Plaza

The publicly accessible entry plaza would be located on the corner of Flatlands and Louisiana Avenues and would encompass approximately 14,600-sf. It would provide a much more porous, inviting, and public-facing entrance to the CCC than the present condition. The plaza would have both passive space for sitting and mingling as well larger areas of gently graded hardscape suitable for active programing and events. Contemplative gardens would flank the piazza to provide landscaped pedestrian connections to the rest of the site. The entry plaza would be open to the public during regular hours.

Quad

A primary open space and organizing element for the project as a whole is the "Central Quad," approximately 22,800 sf of publicly accessible open space that would be located roughly in the center of the site. The Central Quad would be located to the east of the CCC and north of the PAC and would be visible and accessible from Flatlands Avenue to the north with views highlighted by an arcade with a depth no less than 20 feet, a length of approximately 110-feet, 6-inches and at least 15 feet in height. Additional access to the Central Quad would be available from the northwest via landscaped pathways located between the CCC and Building 5, from Louisiana Avenue to the west along the southern sidewalk that would run along the proposed interior roadway (between the CCC and Buildings 9 and 10 and the Public Parking Garage) and would also be available from the east via the proposed north-south roadway that would be the southern extension of Georgia Avenue. The roadway immediately adjacent to the Central Quad on the north and west is envisioned to be a shared roadway that would be closed to vehicular traffic during non-peak periods for the CCC.

The Central Quad would be open to the public at regular hours and is envisioned as a central gathering and programming space for both the Proposed Development and the community at large. The Central Quad would feature fixed seating and lawn areas which would be used by project residents and neighbors as a place to sit, relax, read, and meet friends and neighbors.

Event programming would take place within the Central Quad on a year-round basis, similar to Bryant Park. Possible program events during the winter months include holiday markets, concerts, and holiday celebrations. Event programming for the spring and fall would feature art installations, farmers markets, street markets, and religious events. Event programming

for the summer months would include activities such as movie nights, concerts, and youth activities while school is not in session. These events would be sponsored and supported by the Christian Cultural Center and the PAC.

Arcade

The public arcade would be lined with additional community facility space and would provide public access for the PAC as well as open up views to the quad from Flatlands Avenue.

Playground

A privately accessible, approximately 11,800-sf playground would be located adjacent to the proposed daycare facility on the south side of Building 4.[4] The playground would offer residents of the Proposed Development and the surrounding community an active recreation space for children. It is expected that this amenity would be open between the hours of dawn and dusk.

Courtyards and Terraces

Each residential building that comprises the Proposed Project would include private passive recreation space in the form of courtyards and terraces. Altogether, these spaces add up to approximately 36,000-sf.

Public Parking Garage Roof Recreation Space

At times when the full capacity of the Garage is not needed, the roof would be used as an additional active open space providing recreational play space for the public. The space would be accessible by an exterior stair and via elevator. It would be comprised of sports courts and space for physical exercise. During peak church hours, the space would be available to accommodate vehicular parking. The garage rooftop recreation space and other private active space throughout the Development Site would constitute approximately 18,400-sf of additional space for resident use.

The PAC's location also benefits from ample light and air facilitated by the design of the quad and arcade. In addition, landscaped and pedestrian pathways would be interspersed throughout the urban fabric to contribute to an aesthetically pleasing and open atmosphere. Overall, the open spaces would serve as a central gathering space for residents and visitors to the proposed community facilities, including the CCC and PAC (see **Figure 8-9**).

[4] The private active open space (playground and rooftop recreation space) would be accessible to the public except during peak church parking demand periods on Tuesday evenings and Sundays.

Figure 8-9 Open Space Elements of the Proposed Project



Landscaping and street trees near the entrance to the CCC in the northwest corner of the Development Site



View of the proposed quad situated between the PAC, CCC, and Buildings 3, 4, and 5.

Assessment

Under the With-Action condition, the Proposed Project would provide infill development on lots that are currently underutilized and would remain so under the No-Action condition. The Proposed Actions would facilitate new development on the entirety of the Development Site, activating the full block. Infill development on these lots would facilitate several urban design improvements over the No-Action condition and create an urban fabric, including a more engaging streetscape and shorter walkable blocks for pedestrian navigation, facilitated by the proposed interior roadways and sidewalks.

The buildings proposed along the interior roadways would serve to extend the street grid from the north of the Development Site and support the integration of the Proposed Project within the study area. For example, as shown in **Photo 8-29,** the extension of Georgia Avenue into the site would create a consistent view corridor south toward the proposed PAC. Together, the proposed streets and sidewalks would provide circulation and support the foot traffic generated by residents and visitors. The Proposed Project would also integrate open spaces into the overall layout of the Development Site, featuring a quad around which the existing CCC, as well as the proposed PAC and other community facility uses would be situated. This layout would facilitate a central gathering space within the community that is integrated with the urban fabric of the study area.

As discussed above, in the With-Action condition, the Development Site would be developed with paved streets, sidewalks and walkways as well as lawns and other porous surfaces. Under the No-Action condition, a majority of the Development Site would be unpaved and vacant, whereas, in the With-Action condition, the Project Area would feature an extension of Georgia Avenue, Sheffield Avenue, and the proposed east-west roadway parallel to Flatlands Avenue. These streets would be constructed on portions of the vacant lots in the Development Site and some of the existing paved areas that are used as parking. Sidewalks would line these new streets to support the foot traffic generated by the increased activity brought on by the new uses. The combination of the streets and sidewalks would connect to the existing street grid and provide a more cohesive pedestrian street experience. Pervious surfaces would occur in the form of walking paths, benches, and landscaping, which under the No-Action condition would remain unpaved. These spaces would enliven the Development Site and, as discussed above, serve as a gathering space for residents and visitors to the site.

The Proposed Project would include the construction of ten new buildings, including the proposed parking garage, and the PAC, and would introduce new land uses to the Development Site, including open space, local retail, a grocery store, increased community facility space, and residential uses. These new buildings, and the proposed mix of uses, would seek to activate the currently vacant and underutilized portions of the Development Site with increased foot traffic around and through the Development Site. In addition, the proposed uses in the buildings would provide needed community benefits in the form of a trade school, PAC, and publicly accessible open space, among other amenities. Although these uses are new to the Development Site, as discussed in **Chapter 2, Land Use, Zoning, and Public Policy**, they are compatible with the land uses currently found in the study area. Specifically, the proposed ground floor retail within the Development Site would help to integrate with and extend the existing commercial corridors along Flatlands Avenue, Pennsylvania Avenue, and Louisiana Avenue, supporting a more consistent streetscape along those corridors. Additionally, the introduction of retail, residential, and community facility space, including the

proposed street level maisonette units, would serve to activate the Development Site, providing a more vibrant streetscape and needed facilities and services to the surrounding community and future Development Site residents.

The Proposed Project would incorporate building forms and various design elements that would be consistent with and improve upon the design character in the study area. As described above, an allowance of 15 feet has been provided for building bulkheads on each proposed building. The proposed building heights would represent an increase of between 10 and 125 feet over the existing CCC building, which would remain in place under the No-Action condition. The heights of the new buildings would range from approximately 50 feet (the PAC) to approximately 161 feet tall (Building 1) and the integration of setbacks and recesses would be appropriate for the existing street widths and the scale of the proposed private streets within the urban fabric. The increased height and bulk of the proposed buildings overall is consistent with the higher density multi-family buildings in the study area. For example, the NYCHA Vandalia Houses immediately south of the Project Area contain two ten-story towers, and the Linden Houses feature multi-family buildings between eight and 15 stories. The proposed buildings would be of a similar scale to these existing multi-family development complexes. In addition, although the Proposed Project introduces buildings of greater height and bulk compared with the No-Action condition, the 20-story Spring Creek Towers/Starrett City buildings to the south of the Project Area would remain the tallest buildings in the study area under the With-Action condition (see **Photo 8-31**).

However, the Proposed Project buildings would be constructed along the street fronts, creating a continuous street wall and contributing to a more pedestrian-friendly built environment, in contrast to the tower-in-the-park design exhibited in these nearby developments, including Spring Creek Towers/Starrett City. The building forms proposed across the site contain one or two-story bases to form a consistent street wall along the exterior and proposed interior roadways, with upper floor setbacks that serve to break up the building massing (see **Photo 8-32**). The proposed building arrangement and massings would support an atmosphere that activates the sidewalks and contributes to a pleasant pedestrian experience. Furthermore, the wide roadways that currently exist around the Development Site, along with the ample open spaces provided, allow the Proposed Project to be developed in an area that is appropriate for the scale of the buildings that are part of the program.

Overall, the Proposed Actions would result in changes to the visual character of the Development Site through increased height and bulk and the introduction of new urban blocks. The composition of the ten new buildings and their relationship to surrounding built context, street width, and site design create a robust, active, and engaging urban fabric that would provide significant improvements to the overall urban design character of the study area.