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Urban Design and Visual Resources

An urban design assessment considers whether and how a project may change the pedestrian's experience of the built environment in a project area. The assessment focuses on the components of a proposed action that may have the potential to alter the arrangement, appearance and functionality of the built environment. In addition, the assessment considers the potential for the proposed action to affect any view corridors associated with visual resources.

Introduction

This section considers the potential of the proposed action to affect urban design and visual resources. As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. 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. A visual resource can include views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings and natural resources.

The New York City Department of City Planning (DCP) proposes a zoning text amendment to establish a City Planning Commission special permit (the CPC special permit) for new hotel development in M1 districts citywide, excluding MX or paired M1/R districts, areas that are airport property or non-residential areas adjacent to airports and M1 districts with existing hotel special permit provisions. The CPC special permit would be required for transient accommodations, including hotels and motels.

The introduction of a CPC special permit for new hotels in M1 districts could result in shifting hotel development from M1 districts to other locations where they will continue to be permitted as-of-right, but would not otherwise change any rules regulating development in these locations. Thus the possible effects of a shift in some hotel development from M1 districts in the future No-Action and With-Action conditions will be considered by means of a prototypical analysis. The urban design and visual resources assessment will be performed for each of the seven prototypical sites as defined and described in **Chapter 1, "Project Description,"** to identify the possible effects of shifting from one use (such as a residential or different commercial use) in the No-Action condition to a commercial hotel use in the With-Action condition.

Since it is not possible to evaluate the possible effects of any specific development, as the specific location of future development projects is unknown, the urban design and visual resources assessment is based on prototypical sites as defined and described in **Chapter 1, "Project Description."**

Principal Conclusions

Analyses were conducted on the prototypical sites to assess urban design and visual resources pertaining to the shift from non-hotel use (i.e., a residential or different commercial use) in the No-Action condition to commercial hotel use in the With-Action condition. The special permit may result in a change in the geographic distribution of where hotels could site in the city. However, it would not promote new development that is inconsistent with existing uses, density, scale and bulk, and would not result in buildings or structures that would be substantially different in character or arrangement than those that currently exist in the neighborhood.

Preliminary Assessment Threshold

According to the *CEQR Technical Manual*, a preliminary assessment 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, including the following: (1) projects or actions that permit the modification of yard, height and setback requirements; and (2) projects or actions that result in an increase in built floor area beyond what would be allowed as-of-right or in the No-Action condition. The purpose of the preliminary assessment is to determine whether any physical changes proposed by the project may have the potential to significantly and adversely affect elements of urban design. If a preliminary analysis determines that a change to the

pedestrian experience is minimal and unlikely to disturb the vitality, the walkability or the visual character of that area, then no further assessment is necessary.

The proposed action would create a Special Permit for hotels within M1 Districts, citywide, excluding MX or paired M1/R districts, areas that are airport property or areas adjacent to airports that are predominantly non-residential and M1 districts with existing hotel special permit provisions. It would not result in the modification of yard, height and setback requirements, nor would it result in an increase in built floor area beyond what would be allowed "as-of-right."

Preliminary Assessment

The purpose of the preliminary assessment is to determine whether any physical changes proposed by the project may have the potential to significantly and adversely affect elements of urban design. Since the proposed action is a "generic action" and there are no specific development sites, to produce a reasonable analysis of possible effects of the proposed action, seven prototypical sites have been identified and used for analysis.

Existing Conditions

Manhattan Prototypical Site

Overall, the area is defined by its rectangular street grid network typical of Manhattan, with east-west streets and north-south avenues. The site is located in a high-density central business district. Land uses surrounding the Manhattan Prototypical Site consist of primarily commercial buildings with some residential and mixed-use buildings and public facilities and institutions. There are several hotels surrounding the prototypical site, including Seton Hotel (144 E. 40th Street), Pod 39 (145 E. 39th Street) and Murray Hill East Suites (149 E. 39th Street), which are located on the same block as the site. Other hotels within the vicinity of the site include The Renwick Hotel (118 E. 40th Street), The Tuscany (120 E. 39th Street) and The Court – A Site Giles Hotel (130 E. 39th Street). There are also office and retail uses in the vicinity.

The site is located within a C5-3 zoning district. A C5 district is a central commercial district with continuous retail frontage intended for offices and retail establishments that serve the entire metropolitan region. Hotels are also permitted in C5 districts. The maximum commercial floor area ratio ranges from 4.0 to 15.0, and the maximum base residential floor area ratio (FAR) is 10.0. In a C5-3 district the maximum commercial FAR is 15.0 and a building occupied by commercial, residential and/or community facility uses may be configured as a tower. Commercial towers that occupy small lots of less than 10,500 sf are allowed 50 percent maximum lot coverage. A 15 or 10-foot setback (on a narrow or wide street, respectively) from the street line is required for such towers. All commercial uses in C5 districts are exempt from off-street parking requirements because public transportation is easily accessible.

Under existing conditions, there are a variety of building types existing within the neighborhood from low-rise mixed-use and residential townhouses to commercial and office skyscrapers such as the Chrysler Building, which is located approximately two blocks north of the Manhattan Prototype at the corner of the Lexington Avenue and East 42nd Street. As per MapPLUTO data, building heights are generally greater north of the Manhattan Prototypical Site along E. 40th Street, although there are some taller buildings scattered around the site, such as 600 Third Avenue located on the same block to east of the site. This building measures approximately 564 feet in height. Grand Central Plaza and 369 Lexington Avenue, which are located on the block directly north of the site are over 300 feet in height (approximately 511 and 323 feet, respectively). 101 Park Avenue is an approximately 630-foot-tall office building located one block northeast of the site. The shorter mixed-use and residential buildings are primarily located south of the site. A visual survey and data provided by city information databases indicate that most of the buildings within the neighborhood have a high lot coverage and are built close to or at the streetline.

The key visual resources available in the study area includes the Murray Hill Historic District, which is bounded mid-block of 34th Street to the south and 39th Street to the north, Lexington Avenue to the east and Park Avenue to the west. The following resources have also been identified as landmarks by the New York City Landmarks Preservation Commission:

- › the Socony-Mobil Building is a 572-foot-tall, 42-story architecturally significant Modern commercial building;
- › the Allerton 39th Street House is 15-story architecturally significant Northern Italian Renaissance Revival hotel;
- › the Jonathan W. Allen Stable is a two-story architecturally significant Second Empire style commercial building formerly used as a stable;
- › the Chrysler Building is a 1,046-foot-tall, 77-story Art Deco office building currently one of the tallest buildings in New York City;
- › the Chanin Building is a 649-foot-tall, 56-story Art Deco style office building
- › the George S. Bowdoin Stable is a two-story architecturally significant Dutch Renaissance stable building.

Long Island City Prototypical Site

The street network in the area is an irregular grid pattern. Hunter Street cuts diagonally across two north-south streets – 27th Street and Crescent Street – and 43rd Avenue cuts diagonally across 27th Street to form the triangular block in which the site is located. The area south of the site, particularly south of 43rd Avenue, is defined by irregular-shaped blocks caused by diagonal avenues (i.e. 43rd Avenue, 44th Road, 44th Drive, Jackson Avenue) intersecting with north-south streets in a non-perpendicular angle. The irregular shaped blocks result in some irregularly shaped tax lots. The area is accessible by public transit as several subway lines operate in the vicinity, and sidewalks are available along the streets to provide pedestrian access to transit stops in the area.

There are a variety of land uses surrounding the Long Island City Prototypical Site, including mixed-use, commercial, residential, industrial uses and vacant land. The high-density neighborhood still has visual characteristics of an area transitioning from an industrial area one of high-rise residential buildings and office buildings with predominately glass façades. Queens Plaza and Jamaica Avenue are main surface transportation corridors located near the site. Retail uses are also provided on the ground floor of some buildings in the area. Off-street parking, where provided, is predominately enclosed within buildings.

The site is located within the Queens Plaza Subdistrict of the Special Long Island City Mixed Use District and is subject to special regulations. The special district promotes the development and expansion, at varying densities, of the longstanding mix of residential, commercial, industrial and cultural uses found in its four subdistricts—Court Square, Queens Plaza, Hunters Point and Dutch Kills. The Court Square and Queens Plaza Subdistricts comprise a 37-block area mapped for moderate- to high-density, 24-hour, pedestrian- and transit-oriented development. The highest density is allowed near subway stations in the Queens Plaza Subdistrict where special bulk provisions encourage tower development. Lower density, high lot coverage buildings are allowed elsewhere in the subdistrict and additional density can be achieved at the edges of the subdistrict through a floor area bonus for providing public open space and public parking. The subdistrict has four areas where a residence district is paired with a manufacturing district and special FARs are established. These areas are defined as Areas A1 and A2, Area B and Area C.

The site is situated within Area C – an M1-5/R7-3 zoning district of the special district. Underlying height and setback regulations shall not apply in the special district, and all buildings shall comply with regulations pursuant to the Queens Plaza Subdistrict of the Special Long Island Mixed Use District (LIC). A maximum of 100 percent lot coverage is permitted for buildings in corner lots where the designated district is an R7-3 district. For buildings located on narrow streets beyond 100 feet of an intersection with a wide street, a street wall is required to extend along at least 70 percent of the narrow street frontage of the lot. A setback of 10 feet or 15 feet on a wide or narrow street, respectively, is required for buildings taller than a minimum base height of 60 feet or shorter than the maximum base height of 100 feet.

Under existing conditions, there are a mix of building types within the neighborhood, from two-story office and residential buildings to luxury high-rise apartment buildings. According to the NYC Planimetric Database, existing developments surrounding the site have a wide range of heights. Building heights can range from approximately 10-foot-tall warehouses and 20-foot-tall residential buildings surrounding the site to much taller buildings, such as an approximately 300-foot-tall luxury apartment building located directly across from the site. A visual survey and data provided by city information databases indicate that most of the buildings within the neighborhood have a high lot coverage and are built close to the street line.

Open space resources within the neighborhood include:

- › a Greenstreet directly across from the site at the intersection of 28th Street 42nd Road and Hunter Street;
- › a Greenstreet in the southern corner of the block where the site is located – at the intersection of 27th Street, 43rd Avenue and Hunter Street.

Jamaica Prototypical Site

The street network near the site is characterized by fragmented, discontinuous streets such as 148th Street, 147th Place and 149th Street. The parallel grid street pattern in the area north of the site is interrupted by Jamaica Avenue, a nonlinear street that intersects with north-south streets at a non-perpendicular angle. Primary land uses surrounding the Jamaica Prototypes include commercial, mixed-use, residential and transportation and utility uses, with some public facilities, parking and vacant land. Sutphin Boulevard is a notable commercial corridor located one block west of the site containing one- to six-story commercial buildings with retail at the ground floor. Archer Avenue consists of primarily one- to two-story commercial buildings with some industrial and parking uses. The area on the south side of Archer Avenue was observed during a site visit in February 2018 to be under construction, and a new hotel development is being built across the street from the prototypical sites. The Rufus King Park is also located approximately 400 feet from the site.

The sites are located in a C6-3 zoning district within the Special Downtown Jamaica District. The district's regulations encourage mixed use development in dense transit-oriented locations and bulk provisions allow taller buildings with high floor area ratios at the transit hubs, which includes the area in which the site is located. Underlying bulk regulations shall not apply in the special district, and all buildings shall comply with Special Downtown Jamaica District regulations. C6-3 districts within the Special Downtown Jamaica District are permitted a commercial FAR of 8.0. The site is subject special street wall requirements. A building street wall is required to be located on the street line and extend along at least 70 percent of the street frontage of the zoning lot. Although there is no maximum street wall height or setback required at the site, a building street wall is required to have a minimum height of 40 feet. Buildings within C6-3 districts in the Special Downtown Jamaica District are allowed a maximum height of 250 feet. The residential district equivalent for C6-3 districts is an R9 district. The maximum FAR for any zoning lot containing a residential use in a R9 district within the Special Downtown Jamaica District is 6.0. The permitted maximum lot coverage for residential buildings is 100 percent on a corner lot and 70 percent on an interior lot.

Under existing conditions, there are a variety of building types surrounding the sites – from one-story commercial buildings and warehouses to taller office buildings, such as the approximately 80-foot-tall office building located between Sutphin Boulevard and 147 Place, across the street from one of the sites. As stated previously, a new hotel development is also currently being developed across the street on the south side of Archer Boulevard. Based on the NYC Planimetric Database, building heights are generally mixed. Most buildings immediately

surrounding the site are shorter than 50 feet, with the exception of the office building at 147 Place. There are taller developments to the north and southeast of the sites, as well as two blocks east. Most buildings have a high lot coverage and are built close to the street line.

Open space resources in the perimeter of the sites include:

- › Rufus King Park, which is bounded by 150th Street to the west, 89th Avenue to the north, 153rd Street to the east and Jamaica Avenue to the south;
- › And a Greenstreet at the intersection of 146th Street and Archer Avenue.

The area contains one visual resource – Jamaica Savings Bank – which has been identified as a landmark by the Landmarks Preservation Commission. Jamaica Savings Bank is an approximately 33-foot-tall, 10-story architecturally significant modern building.

South Slope Prototypical Site

The area is characterized primarily by a diagonal street grid., With the exception of the area along the north end of Prospect Avenue, which intersects with north-south streets at a non-diagonal angle. The site is in a primarily residential neighborhood, and 5th Avenue serves as a main street with commercial activity. Buildings along 5th Avenue consist of mainly multi-family, 3-story residential buildings with ground floor local retail, while 2-story one and two-family homes are located along side streets such as 17th Street. Most of the buildings along 5th Avenue are mixed-use (retail and residential buildings), but there are a few solely commercial buildings located along 5th Avenue, including the existing one-story retail building at the prototypical site (corner of 5th Avenue and 17th Street) and a three-story office building with ground floor retail adjacent to the site. There are also a few public facilities/institutions within the vicinity of the site, including an approximately 60-foot-tall school located at the corner of 5th Avenue and 18th Street and a church on 17th Street, west of 5th Avenue. There is a playground/open space area located just east of the site along 17th Street.

The site is in an R6A zoning district. R6 zoning districts are widely mapped in built-up, medium-density areas in Brooklyn, Queens and the Bronx R6A is a contextual district where the Quality Housing bulk regulations are mandatory. These regulations produce high lot coverage, six- to eight-story apartment buildings set at or near the street line.

R6A districts permit an FAR of 3.0. Above a minimum base height of 40 feet, a 10 or 15 foot setback (on a wide or narrow street, respectively) is required before a building rises to its maximum height of 70 feet, or 75 feet if providing a qualifying ground floor. Higher maximum FAR and heights are available for buildings participating in the Inclusionary Housing Program or that provide certain senior facilities. Off-street parking is generally required for 50 percent of a building's dwelling units, but requirements are lower for income-restricted housing units (IRHU) and are further modified in certain areas.

Under existing conditions, buildings primarily consist of 3- to 6-story residential townhouses and mixed-use buildings with brick facades or vinyl siding throughout the study area. The neighborhood is characterized by relatively shorter buildings, with most building heights ranging between approximately 30 to 40 feet. A visual survey and data provided by city information databases indicate that buildings in the area have a relatively lower lot coverage and are built at or very near the streetline. Off-street parking, where available, is predominately located within buildings.

Downtown Brooklyn Prototypical Sites

The street network in the area is an irregular, interrupted grid pattern. Fulton Street and Flatbush Avenue intersect at a non-perpendicular angle resulting in irregular blocks (and tax lots) near the prototypical site. Downtown Brooklyn is one of the city's largest central business districts. The neighborhood in which the site is located is a hub for commercial activity, especially along Fulton Street. This major commercial corridor consists of multi-story buildings with local ground floor retail as well as multi-story national chain retailers.

The site is located in the Special Downtown Brooklyn districts in a C6-4 zone. Within the Special District, underlying height and setback regulations shall not apply. All building or structures must comply with the provisions of the Special Downtown Brooklyn regulations. The site is located within the Fulton Mall Subdistrict, which has special street wall and tower placement requirements.

Commercial developments on a site greater than 15,000 sq. ft., a 10 or 15 foot setback, on a wide or narrow street, respectively, is required. Within the Fulton Mall Subdistrict a building street wall is required, with a minimum height of 60 feet and maximum height of 85 feet, respectively. Such requirement is not applicable within 100 feet of an intersection. For towers between 150 and 300 feet tall a minimum of 50 percent lot coverage is required.

The existing characteristics of the built environment consist of a diversity of building typologies and heights such as one-story buildings with ground floor retail, 6-story mixed-use buildings and a variety of high-rise commercial buildings rising between 100 and 250 feet tall. Located on the same block and east of the site, two buildings (one commercial and the other mixed-use) rise to approximately 100 feet. Located one block south of the site, one mixed-use building rises to approximately 250 feet. According to the NYC Planimetric Database, the majority of buildings surrounding the site are at or below 50 feet.

There are no open space or visual resources within 400 feet of the site.

Brownsville Prototypical Site

The street network in the area is characterized by an irregular, interrupted grid pattern caused by E. New York Avenue and Eastern Parkway, two streets that cut diagonally across several north-south streets creating irregular blocks in the area north of the site. There are also several dead-end streets within the immediate vicinity of the site (one side of the site fronts Thatford Avenue, which is one of the

dead-end streets). These streets terminate mid-block at a group of New York City Housing Authority developments, which cover more than half of the block the site is located in. Land uses surrounding the site primarily consist of mixed-use, commercial and residential buildings, with some public institutions, parking facilities and industrial uses. The area has ground floor commercial uses along main streets, such as Pitkin Avenue, which contains mostly one- to three-story buildings. Rockaway Avenue is another main street within the area also consisting of mixed-use buildings with local retail at the ground floor.

The site is in a C4-3 zoning district. C4 districts are typically mapped in regional commercial centers that are located outside of the central business districts and C4-2 through C4-5 districts are mapped in more densely built areas. The C4-3 zoning district permits a maximum commercial FAR of 3.4 and a residential FAR between 0.78 to 2.43 under standard height factor regulations, and 2.20 on a narrow street or 3.0 on a wide street under Quality Housing regulations. Commercial buildings are allowed a maximum front wall height of 60 feet or 4 stories – whichever is less – after an initial setback distance of 20 feet on a narrow street or 15 feet on a wide street. The sky exposure plane slope begins at 60 feet. An alternate front setback is permitted for buildings if an open area is provided along the full length of the front lot line. The maximum height of a building is 60 feet after an initial setback distance of 15 feet on a narrow street and 10 feet on a wide street. This allows for an alternate sky exposure plane slope (3.7 to 1 on a narrow street or 7.6 to 1 on a wide street) allowing for a taller building than what is allowed under the original sky exposure plane. Required commercial parking is based on the specific type of commercial use as set forth in ZR 36-20. The district has a parking requirement of 1 off-street parking space per 12 guest rooms for hotels, or one space per 400 SF of general retail however, commercial parking requirements are waived if 25 or fewer spaces are required.

For residential buildings, the sky exposure plane begins at 60 feet under height factor regulations. Under Quality Housing regulations, buildings are allowed a minimum base height of 30 feet and a maximum building height of 55 feet on a narrow street and a minimum base height of 40 feet on a wide street with a maximum height of 70 feet (75 feet if providing qualifying ground floor). Higher maximum FAR and heights are available for buildings participating in the Inclusionary Housing Program. Parking is required for 70 percent of dwelling units under height factor regulations and 50 percent under Quality Housing regulations.

Under existing conditions, buildings primarily consist of retail and mixed-use buildings. Based on the NYC Planimetric Database, most buildings around the site are shorter than 50 feet. There are taller public housing developments on the lot located to the north, adjacent to the site. These buildings range from approximately 60 to 160 feet tall. Most buildings have a high lot coverage and are built at or near the streetline.

There is one open space located within the vicinity of the site – Chester Playground - located between Bristol Street and Chester Street just south of Pitkin Avenue.

Williamsburg Prototypical Site

The street networks in the area is characterized by a rectangular street grid pattern, which are interrupted by Metropolitan Avenue, a nonlinear street south of the site. East-west streets terminate near the East River. Streets generally are improved with sidewalks and street trees. There are a variety of land uses surrounding the site, including commercial, mixed-use and residential buildings, industrial use, parking facilities and vacant land. Most of the buildings within the immediate vicinity of the site, particularly along Wythe Avenue, are new seven-story residential buildings with ground-floor retail. A four-story brick warehouse is located across from the site on the south side of North 5th Street. There are a few two- to three-story office buildings with retail along the North 6th Street frontages, and the buildings above North 6th Street are generally smaller than the buildings surrounding the site.

The site is in a M1-2/R6A zoning district within the MX-8 Special Mixed-Use District. The Special Mixed Use District (MX) was established in 1997 to encourage investment in, and enhance the vitality of, existing neighborhoods with mixed residential and industrial uses in close proximity and create expanded opportunities for new mixed use communities. Pairing an M1 district with an R3 through R10 district ensures a balanced variety of uses. Within the Special District, residential uses are subject to underlying residential bulk regulations. Commercial, industrial and community facility uses are subject to M1 district bulk regulations, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in MX districts as-of-right.

As stated previously, R6A district regulations result in high lot coverage, six- to eight-story apartment buildings set at or near the street line. R6A districts allow a maximum FAR of 3.0. Buildings have a minimum base height of 40 feet, and a maximum height of 70 feet (75 feet if providing a qualifying ground floor) after a 10 or 15 foot setback on a wide or narrow street, respectively. Off-street parking is generally required for 50 percent of a building's dwelling units.

M1-2 districts have a maximum FAR of 2.0 and require one space per 8 guest rooms for hotels. Parking requirements vary by the specific commercial and manufacturing uses as set forth in ZR 44-20. In M1 districts, building height and setbacks are controlled by a sky exposure. M1-2 districts allow a maximum front wall height of 60 feet or 4 stories – whichever is less – after an initial setback distance of 20 feet or 15 feet on narrow or wide street, respectively. The ratio of the sky exposure plane is 2.7 to 1 on a narrow street and 5.6 to 1 on a wide street. The sky exposure plane begins at 60 feet. Alternate front setbacks are permitted if an open area is provided along the full length of the front lot line. The alternate required front setback, which is 15 feet on a narrow street and 10 feet on a wide street, allows for a different sky exposure plane ratio (3.7 to 1 on a narrow street or 7.6 to 1 on a wide street) that allows for a taller development.

The site is in a lower-density neighborhood. Under existing conditions, most buildings in the area are approximately 6-story residential and mixed-use buildings. According to the NYC Planimetric Database, most buildings are under 50 feet tall.

There are some buildings across from the site—i.e. the approximately 50-foot-tall industrial building on the south side of North 5th Street and two 70-foot-tall mixed commercial/residential buildings on the southwest and northwest corners of North 5th Street and Wythe Avenue—that are above 50 feet tall. Most buildings have a high lot coverage and are built near the street line, although there are some vacant/lower lot coverage buildings north and east of the site.

There are views of the East River from North 5th Street Pier and Park, which is located two blocks west of the site.

No-Action Condition

Manhattan Prototypical Site

Under the No-Action condition there would be no change to the existing street pattern or streetscape. The prototypical site would be expected to be developed pursuant to existing zoning regulations, as the existing building would remain the same in the Existing and No-Action conditions. The existing building would be similar in height and bulk as other buildings within the vicinity of the site. No change to the shape, type, size or location of buildings would be expected.

The Manhattan Prototype would have the same height of 45.57 feet in the No-Action condition as in Existing conditions. However, the No-Action condition would result in an increase of Built FAR – from 1.53 in Existing conditions to 2.4 in the No-Action Scenario – with the addition of 2,000 square feet of community facility space. The development would be able to fit its permitted floor area in the existing building envelope.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Long Island City Prototypical Site

The No-Action condition would not result in changes to the street pattern but would result in changes to the streetscape, resulting in a taller street wall height than in Existing conditions and a setback of at least 10 feet from the street wall fronting a wide street or at least 15 feet from the street wall fronting a narrow street. The building would have a base height of approximately 75 feet before setback and a maximum building height of 105 feet. The 2001 rezoning of 37 blocks in the area, which established the Special Long Island Mixed Use District, facilitated the growth of commercial development at increased densities as well as mixed-use developments. This has resulted in increased development of taller office and mixed-use towers, such as the high-rise mixed-use building located across the street from the site on 42nd Road and other commercial towers along Jackson Avenue. As such, the prototypical site would be expected to be developed to similar heights and bulks as other recently developed buildings.

There would be an incremental increase of approximately 97 feet in height and 46,415 square feet over Existing conditions. The No-Action condition would result in

the development of a 105-foot-tall, 60,975-square-foot office building for a built FAR of 5.0, pursuant to zoning regulations. The No-Action development would make use of the alternate setback and sky exposure plane provisions.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Jamaica Prototypical Sites

The No-Action condition would not result in changes to the street pattern or streetscape.

Three mixed-use buildings – ranging from 135 to 230 feet tall – would be developed with a total of 278,512 SF of residential space and 22,648 of local retail space, for a built FAR of 8.0. The No-Action condition would result in much taller buildings over Existing conditions, which would be built within the alternate sky exposure plane that governs the district.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

South Slope Prototypical Site

Under the No-Action condition there would be no change to the existing street pattern or streetscape. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The No-Action condition would result in the development of a 50-foot-tall mixed-use building totaling 9,186 sf of residential space, 1,350 sf of retail space and 14 parking spaces. The 5-story building would be similar to other 3- to 6-story buildings within the area.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street wall.

Downtown Brooklyn Prototypical Site

Under the No-Action condition there would be no change to the existing street pattern or streetscape. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The No-Action condition would result in an incremental increase of 43,694 square feet and approximately 170 feet in height over Existing conditions. The development would be a 205-foot-tall, 55,598-square-foot residential building with a built FAR of 12.0. The building would adhere to zoning district regulations.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Brownsville Prototypical Site

Under the No-Action condition there would be no change to the existing street pattern or streetscape. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The No-Action condition would result in a 9,450-square-foot local retail building with a maximum height of approximately 35 feet. The building would have a built FAR of 1.0. The building would be similar in height to other buildings surrounding the site.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Williamsburg Prototypical Site

The No-Action condition would not result in changes to the street pattern or streetscape. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The No-Action condition would result in an incremental increase of approximately 53 feet in height and 20,000 square feet over Existing conditions. The development would be a 75-foot-tall, 75,000-square-foot residential building with 47 parking spaces. The No-Action condition would have a built FAR of 3.0, pursuant to zoning regulations. Although taller than the existing buildings, the residential development would be similar to other existing buildings within the area.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

With-Action Condition

Manhattan Prototypical Site

Under the With-Action condition, there would be no changes to the existing street pattern, but there would be changes to the streetscape as the With-Action condition would result in a much taller development than in the No-Action condition. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other buildings, such as the towers at 325 Lexington Avenue (379 feet tall) or 600 Third Avenue (563 feet tall).

The With-Action Scenario would result in the development of a narrow 355-foot-tall, 30,000-square-foot hotel consisting of 91 rooms. The site would have an FAR of 15.0, in compliance with zoning district regulations. There would be an incremental increase of approximately 300 feet in height over the No-Action condition. However, the building would be similar in height to other commercial buildings surrounding

the site. **Figure 8-1** shows the prototypical building within the context of the surrounding area.

There would be no changes to open space, visual corridors, or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Figure 8-1 Manhattan Prototypical Site With-Action Condition



Long Island City Prototypical Site

There would be no changes to the street pattern, but there would be changes to the existing streetscape in the With-Action condition. The prototypical site would be expected to be developed pursuant to existing zoning regulations, and new buildings would be shorter than recently developed residential and commercial towers within the area.

The With-Action condition would consist of the development of a 75-foot-tall, 60,975-square-foot hotel (203 rooms). The With-Action development would be 30

feet shorter than in the No-Action condition. The With-Action FAR would be 5.0, consistent with zoning regulations. The building would be similar in appearance to surrounding buildings as shown in **Figure 8-2**.

There would be no changes to open space, visual corridors, or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Figure 8-2 Long Island City Prototypical Site With-Action Condition



Jamaica Prototypical Sites

In the With-Action condition, the existing street pattern would remain the same. The prototypical sites would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The site, which comprises of three tax lots, would be developed with three hotels totaling 225,870 square feet, consisting of 753 rooms and 66 parking spaces. The With-Action FAR would be 6.0, in accordance with zoning regulations. The buildings would range between 125 to 155 feet in height, which is shorter than the No-Action

developments and would not penetrate the sky exposure plane. The hotels would be taller than most buildings in the existing area but would be similar in height and bulk to a number of buildings – particularly the new hotel being built on the south side of Archer Avenue and the commercial building at 147 Place, across from one of the prototypical sites. **Figure 8-3** shows the prototypical buildings within the context of the surrounding area.

There would be no changes to open space, visual corridors, or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Figure 8-3 Jamaica Prototypical Sites With-Action Condition



South Slope Prototypical Site

The existing street pattern would remain the same in the With-Action condition. However, the taller With-Action development would change the existing streetscape. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The With-Action condition would result in the development of a 30-foot-tall, 7,024-square-foot hotel with 23 rooms and 2 parking spaces. The With-Action FAR would be 2.0 and would be 20 feet shorter than the No-Action development. As shown in

Figure 8-4, the 3-story building would be similar to the other 3- to 6-story buildings within the area.

There would be no changes to open space, visual corridors, or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Figure 8-4 South Slope Prototypical Site With-Action Condition



Downtown Brooklyn Prototypical Site

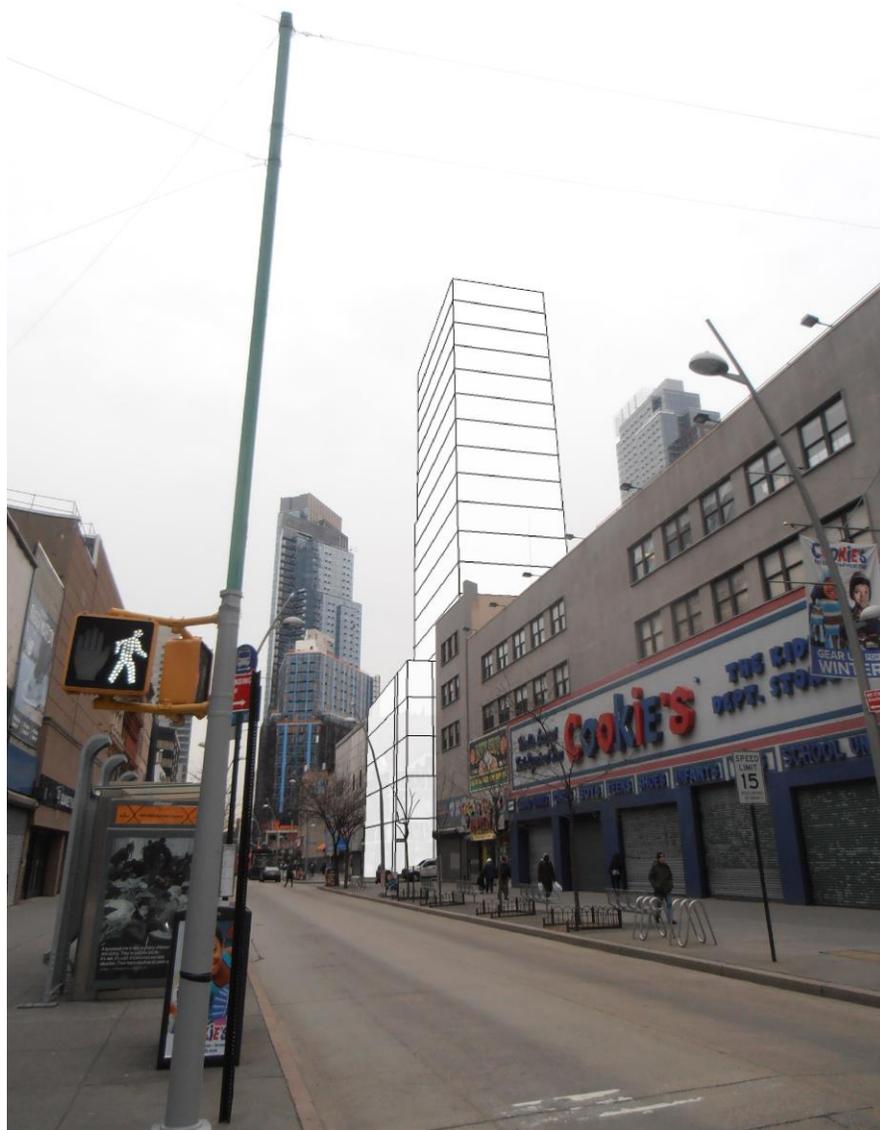
Under the With-Action condition, there would be no changes to the existing street pattern, but the taller With-Action building would result in changes to the existing streetscape. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The development would be 195 feet tall and would total 46,400 square feet, which would consist of 155 rooms and 2 parking spaces. The With-Action FAR would be 10.0, pursuant to zoning regulations. The With-Action condition would result in a development that would be 10 feet shorter than the No-Action condition. The

building would be taller than most developments in the immediate surrounding area as shown in **Figure 8-5**. However, as stated earlier C6 districts allow large hotel developments and high-rise buildings. The building would be similar in height to a number of much taller developments within the neighborhood, including an approximately 250-foot-tall mixed-use building located one block south of the site at the corner of Livingston Street and Bond Street.

There would be no changes to open space, visual corridors, or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line.

Figure 8-5 Downtown Brooklyn Prototypical Site With-Action Condition



Brownsville Prototypical Site

Under the With-Action condition, there would be no changes to the existing street pattern. The larger With-Action development would marginally change the existing

streetscape. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The With-Action condition would result in an 85-foot-tall, 25,500-square-foot hotel consisting of 85 rooms. The FAR would be 3.4, consistent with district regulations. The building would approximately 49 feet taller than the No-Action Development but would not penetrate the sky exposure plane. As shown in **Figure 8-6**, the hotel would be taller than most buildings within the area, but would be similar in height to the housing developments located on the northern lot.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line. As stated previously, the With-Action condition would marginally change the streetscape, and therefore, the viewing context of the visual corridor along the street. However, the visual corridor, itself, would be unaffected.

Figure 8-6 Brownsville Prototypical Site With-Action Condition



Williamsburg Prototypical Site

There would be no changes to the existing street pattern, but there would be changes to the streetscape in the With-Action condition. The prototypical site would be expected to be developed pursuant to existing zoning regulations, with new buildings constructed to similar heights and bulks as other recently developed buildings.

The With-Action condition would result in a 55-foot-tall, 50,000-square-foot hotel consisting of 167 rooms and 21 parking spaces. The With-Action FAR would be 2.0, in accordance with zoning regulations. The building would be 20 feet shorter than the No-Action development. As stated earlier, most buildings within the neighborhood are approximately 50 feet tall, and as such, the development would fit the context of the surrounding area. **Figure 8-7** shows the development within the context of the area.

There would be no changes to open space or visual resources. From a pedestrian standpoint, buildings would continue to be built at or near the street line. There is a visual corridor along the street to the East River and Manhattan. New development on this prototypical site would change the context of the view along the street, however, the visual corridor itself would be unaffected as the East River and Manhattan would still be visible.

Figure 8-7 Williamsburg Prototypical Site With-Action Condition

Conclusion

The proposed action would create a Special Permit for hotels within M1 Districts. It would not result in the modification of yard, height and setback requirements, nor would it result in an increase in built floor area beyond what would be allowed “as-of-right.” As shown by the prototypical analysis, most of the developments under the With-Action condition would be smaller in size than the No-Action condition. In addition, the developments would be similar in bulk and height to buildings in the surrounding area. New development under the proposed action would not alter an entrenched, consistent urban context, obstruct a natural or built visual corridor or be inconsistent with the existing character and building forms typically seen in the area.