HERKIMER-WILLIAMS EIS
Chapter 8: Urban Design and Visual Resources

A. INTRODUCTION

This chapter assesses the Proposed Actions' potential effects on urban design and visual resources. The 2021 *City Environmental Quality Review* (CEQR) *Technical Manual* defines urban design as the totality of elements – including streets, buildings, visual resources, open space, natural features, and wind – that shape and affect a pedestrian's experience of public space. The practice of urban design focuses on people and their relationship to the buildings and the parks, the streets and the waterfronts, the plazas, and the natural areas around them. These features can be further described as characteristics of the public realm which shape and influence how we live, learn, work, exercise, play, socialize, walk, get around, or simply rest. A visual resource is defined as the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, or natural resources. In an urban design assessment provided pursuant to 2021 *CEQR Technical Manual* guidance, one considers whether and how a project may change the experience of a pedestrian, focusing on the components of the project that may have the potential to significantly and adversely alter the arrangement, appearance, and functionality of the built and natural environment.

As described in "**Chapter 1, Project Description,"** the Applicant is seeking CPC approval of discretionary actions, including: (i) a Zoning Map Amendment to rezone the Project Area from an M1-2 zoning district to C6-4 and M1-6 zoning districts; (ii) special permits within a Large-Scale General Development (LSGD) pursuant to Sections 74-743(a)(1) and (2) of the *Zoning Resolution of the City of New York* (ZR) to distribute floor area across the LSGD and to modify rear yard and height and setback regulations, respectively; (iii) a ZR Section 74-161 special permit to allow Use Group VI retail uses in excess of 20,000 sf of floor area in the proposed Ml-6 zoning district; (iv) Zoning Text Amendments to (a) ZR Appendix F to designate a Mandatory Inclusionary Housing ("MIH") Area over the C6-4 zoning district-portion of the Project Area and (b) ZR Section 74-742 with respect to the contiguity of ownership of zoning lots in an LSGD when there is an intervening elevated rail line; and (v) a combination acquisition and site selection of real property by the City to construct a publicly accessible open space at 1519 Herkimer Street (also known as Parcel 1; Block 1555, Lot 19) within the LSGD (collectively, the "Proposed Actions"). The New York City Department of Citywide Administrative Services (DCAS) is applicant and the New York City Economic Development Corporation (NYCEDC) is co-applicant only for the combination acquisition and site selection action.

Approval of the Proposed Actions would facilitate the development of five new buildings and the development option for a potential small retail kiosk on the projected development sites in the Project Area.[1] The new mixed-use development on the projected development sites would either contain a combined total of approximately 1,589,202 gross square feet (gsf) under the Proposed Development, or a combined total of approximately 1,620,348 gsf under the Alternate Community Facility Scenario. As described in "**Chapter 1, Project Description,"** both the Proposed Development and the Alternate Community Facility Scenario would comprise the same maximum bulk envelope permitted by the LSGD Special Permit. The maximum permitted development envelope is slightly larger than the space that

[1] One building each would be developed on Projected Development Sites 1B, 1C, 1D, 1E, and 2 in the Project Area. The potential development of a small retail kiosk would be a development option on Projected Development Site 1A.

would be occupied by the Proposed Development or the Alternate Community Facility Scenario. As the maximum development envelope is slightly larger than the Proposed Development or the Alternate Community Facility Scenario, the potential effects associated with the maximum development envelope are considered herein.

Therefore, the Proposed Actions would result in noticeable alterations to the Project Area by replacing smaller-scale structures in the Project Area with a new multibuilding development that would exceed the existing heights and stories of present structures. Therefore, the following detailed urban design and visual resources analysis has been prepared for the No-Action and With-Action conditions for the 2036 analysis year. The detailed analysis of the potential impacts of the Proposed Actions on urban design and visual resources was prepared in conformance with the 2021 *CEQR Technical Manual* and is provided below. This analysis describes existing conditions of the Project Area and surrounding neighborhood and compares conditions in the future without and with the Proposed Actions to determine potential urban design and visual resource impacts. The detailed analysis of urban design and visual resources relies on observations, drawings, maps, renderings, and photographs taken from a pedestrian's eye level, as described below.

B. PRINCIPAL CONCLUSIONS

A detailed analysis was conducted based on the methodology set forth in the 2021 *CEQR Technical Manual* and determined that the Proposed Actions would not have a significant adverse impact related to urban design or visual resources. The Proposed Actions would facilitate new development that is not currently permitted as-of-right in the primary study area, which would create a notable change in the urban design character of the primary study area and surrounding secondary study area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience of the primary study area, would change considerably. However, this change would not constitute a significant adverse urban design impact as it would not negatively affect a pedestrian's experience of the primary study area. Rather, the new development facilitated by the Proposed Actions is expected to positively affect the urban design of the primary study area and improve the pedestrian experience in its vicinity and the surrounding secondary study area through the redevelopment of a largely inactive and underutilized site with mixed-use development containing active ground-floor uses and publicly accessible open spaces.

Absent the Proposed Actions, the primary study area would remain as under existing conditions, with low-rise, low-density buildings containing commercial, community facility, and industrial uses, many of which do not contain active ground-floor uses, creating imposing street walls along Williams Place and portions of East New York Avenue and Herkimer Street. Other portions of the primary study area would remain vacant or with auto-related uses, unenclosed vehicular parking, and storage lots, and transportation/utility uses surrounded by tall metal fencing and/or roll gates, usually with vehicular parking on the sidewalks, severely limiting pedestrian mobility in the primary study area. In contrast, the Proposed Actions would facilitate the development of ground-floor retail and community facility uses and PAA space in the primary study area, reactivating the sidewalks of Fulton Street, East New York Avenue, Williams Place, Herkimer Street, and Van Sinderen Avenue. The Proposed Development and the Alternate Community Facility Scenario would also include the planting of additional street trees along these thoroughfares as required through the ZR, improving the pedestrian experience in and around the primary study area. Additionally, the proposed PAA space would further enhance the pedestrian experience of the primary study area by providing widened sidewalks within building street wall setbacks, approximately 15,176 sf of at-grade PAA space on Projected Development Sites 1C, 1D, and 1E, as well as the development of approximately 4,904 sf of at-grade PAA space on Projected Development Site 1A that

would act as a gateway into the primary study area from the adjacent Callahan-Kelly Playground with passive recreation space and amenities.

The LSGD Special Permit will be applicable to Projected Development Sites 1A through 1E[2] within the primary study area and is proposed to distribute floor area across the LSGD and to modify rear yard and height and setback regulations. In total, the proposed height and setback waivers improve the LSGD's site plan and relationship between buildings and adjacent streets and surrounding development because these waivers allow for a more varied built form throughout Projected Development Sites 1A through 1E within the LSGD that draws attention to the prominent aspects of the Proposed Development and the Alternate Community Facility Scenario (e.g., the proposed PAA spaces and improved pedestrian experience on Herkimer Street east of Williams Place). The range of envelope variety would enhance the LSGD's unique and distinct context amongst its own buildings and the surrounding neighborhood character, supporting its establishment as a regional mixed-use hub adjacent to ample mass transit options, and thereby resulting in better urban design and better site planning for Projected Development Sites 1A through 1E within the primary study area. The increased density of both the Proposed Development and the Alternate Community Facility Scenario would be subject, with some design flexibility, to building envelope and open space controls in the LSGD Special Permit that is responsive to the neighborhood context and improves the pedestrian realm and ground-floor retail environment adjacent to the primary study area. The Proposed Development and the Alternate Community Facility Scenario would leverage the existing assets of full-block frontages on several wide streets and excellent mass transit access to better enhance and activate the primary study area.

The Proposed Development and the Alternate Community Facility Scenario would not obstruct any visual resources, including view corridors of visual resources, in the primary or secondary study areas, or otherwise adversely alter the context of visual resources in the primary or secondary study areas. Therefore, no significant adverse impact related to urban design or visual resources in the primary or secondary study areas would result.

C. METHODOLOGY

In general, an assessment of urban design 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. These elements, the totality of which defines the concept of urban design, are described below:

- *Streets.* For many neighborhoods, streets or rights of way are the primary component of public space. The dimensions, arrangement, and orientation of street create the blocks on which buildings and open spaces are organized, set street views, and define the experience and flow of activity in an area. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, including buildings, streetlights, fire hydrants, curb cuts, or any other furniture are critical in creating a successful streetscape.
- *Buildings*. Buildings and streets together form the backdrop for public space and activity. A building's street wall forms the most common backdrop in the City for public space. A building's

[2] The LSGD Special Permit is applicable to Projected Development Site 1A (Block 1555, Lot 19), Projected Development Site 1B (Block 1576, Lots 1 and 34), Projected Development Site 1C (Block 1577, Lots 17 and 26), Projected Development Site 1D (Block 1577, Lots 32, 35, 51, and 53), and Development Site 1E (Block 1577, Lots 1, 7, 56, and 58).

size, shape, orientation, height, setbacks, lot coverage, density, placement, and use on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. Furthermore, building façades, accessible spaces, or rooftops also make up the public realms that enrich the visual and experiential 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, playgrounds, community gardens, plazas, and privately owned public spaces.
- *Natural Features*. Natural features include vegetation (i.e., trees, shrubs, grasses, etc.), geologic, topographic, and aquatic features. Rock outcroppings, steep slopes, or varied ground elevation, beaches, or wetlands may help define the overall character of an area.
- *Visual Resources.* A visual resource is the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues, or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, and natural resources.
- *Wind.* Channelized wind pressure from between tall buildings and "down-washed" wind pressure from parallel tall buildings may cause winds that can affect pedestrian comfort and safety. "Down-washed" wind is wind that is propelled downward by an intervening structure, such as a high-rise building, which causes high wind speeds at the street level.

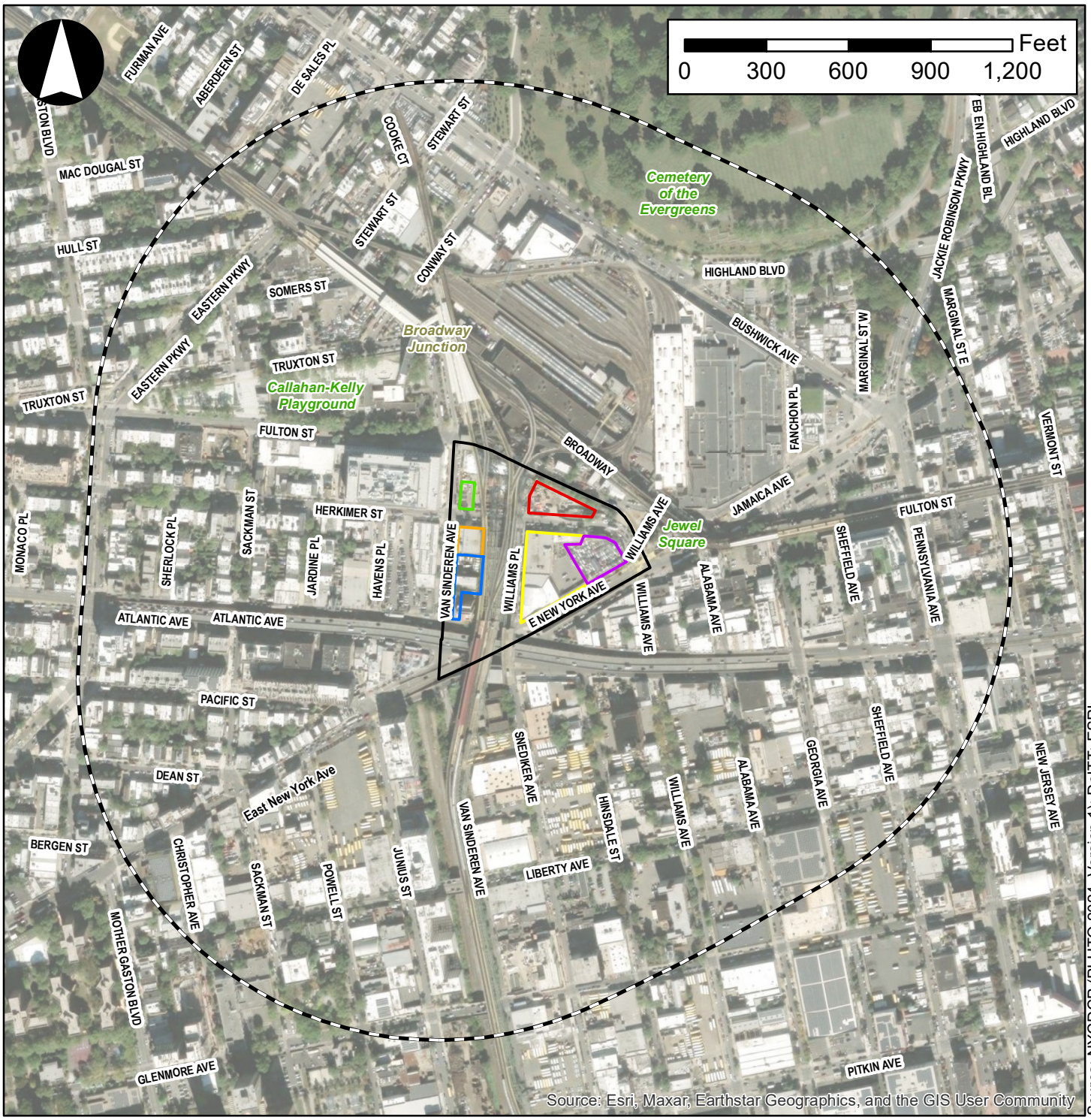
As described above and in **Chapter 1, "Project Description,"** the Proposed Actions would facilitate development that would be constructed outside existing zoning envelopes and, therefore, would result in physical changes that exceed the bulk and form that is currently permitted as-of-right in the Project Area. As such, the Proposed Actions would have the potential to change pedestrians' experience of public space, and so an urban design and visual resources assessment is warranted. Specifically, as described later in this chapter, the Proposed Actions are assessed to determine whether and how they may affect urban design through alteration of streets, buildings, and open space, and the Proposed Actions are also assessed to determine how they may affect visual resources.

A pedestrian wind condition analysis is not warranted for the Proposed Actions. The Project Area is in an inland part of Brooklyn that is not exposed to high wind conditions. Prevailing winds, including any wind effect related to surrounding waterways, are attenuated by the built environment that separates the Project Area from these waterways; this condition would not change in the future without or with the Proposed Actions. Therefore, the Proposed Actions would not be expected to change the general pattern of air circulation at the pedestrian level in the vicinity of the Project Area. As such, development facilitated by the Proposed Actions would have little to no potential to create new pedestrian wind effects that may affect pedestrian safety due to wind channelization or downwash, and further assessment is not warranted.

Study Areas

The study areas for the assessment of urban design and visual resources correspond to the areas where the Proposed Actions may influence land use patterns and the built environment and are consistent with those used in the land use analysis of **Chapter 2, "Land Use, Zoning, and Public Policy."** For visual resources, the view corridors within the study areas from which such resources are publicly viewable have been identified. The urban design analysis considers both a primary study area, which is coterminous with the boundaries of the Project Area, and a secondary study area, which encompasses areas that have the potential to experience indirect impacts because of the Proposed Actions. As illustrated in **Figure 8-1**, the secondary study area extends to include lots within an approximate quarter-mile radius of the Project

Primary and Secondary Study Areas - Urban Design and Visual Resources



Source: NYCDCP (PLUTO 2024, Version 1); DoITT; ESRI

Legend

- Primary Study Area (Project Area)
- Secondary Study Area (Quarter-Mile Radius)
- Projected Development Site 1A
- Projected Development Site 1B
- Projected Development Site 1C
- Projected Development Site 1D
- Projected Development Site 1E
- Projected Development Site 2

Area and is generally bound by portions of Bushwick Avenue and Eastern Parkway to the north, Mother Gaston Boulevard to the west, Glenmore Avenue to the south, and New Jersey Avenue to the east.

D. PRELIMINARY ASSESSMENT

In accordance with 2021 *CEQR Technical Manual* guidance, a preliminary assessment of urban design and visual resources should be conducted in accordance with the checklist provided in Chapter 10, Section 320 of the 2021 *CEQR Technical Manual*. The checklist forms a "snapshot" of the project and provides the appropriate information to help determine whether a potential for significant adverse impacts exists and, consequently, whether further analysis is warranted. If a preliminary assessment determines that a change to the pedestrian experience is minimal and unlikely to disturb the vitality, the walkability, or the visual character of the area of and surrounding a project, then no further assessment is warranted.

Detailed analyses are generally appropriate for area-wide rezonings, general large-scale developments, or projects that would result in substantial changes to a historic district or buildings. Examples may include projects that have the potential to 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. As the Proposed Actions include a general large-scale development affecting all or portions of four blocks, a detailed analysis of urban design and visual resources is warranted and provided herein.

E. DETAILED ASSESSMENT

Existing Conditions

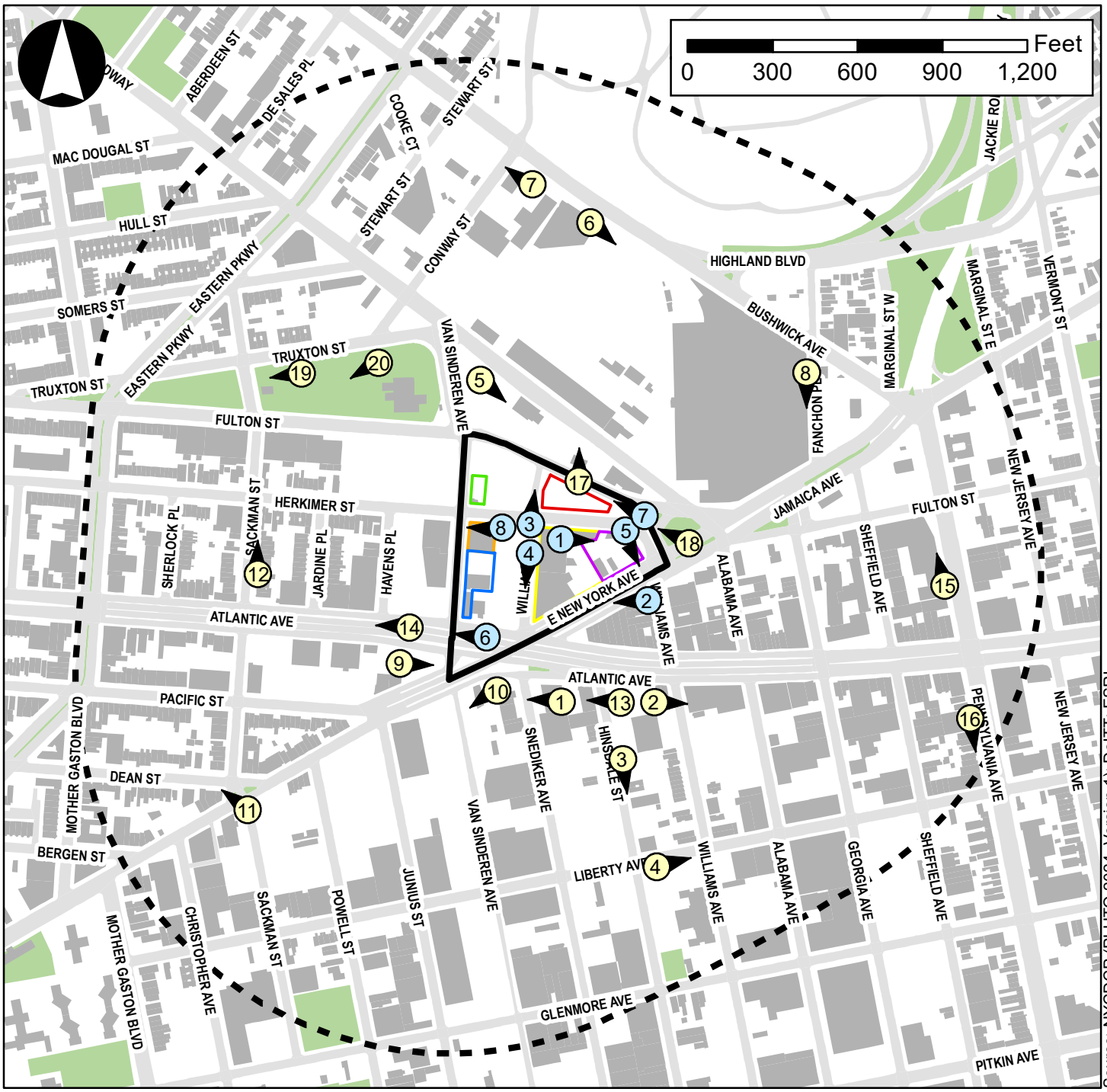
This section discusses existing urban design components and visual resources in the primary and secondary study areas. The assessment focuses on streets, buildings, open space, natural features, and visual resources. The visual resources assessment considers important views of landmark structures and other distinct buildings within, or viewable from the primary and secondary study areas that may be obstructed due to buildings or structures developed because of the Proposed Actions. **Figures 8-2** and **8-3** provide photos of existing conditions in the primary and secondary study areas, respectively. **Figure 8-4** illustrates existing built densities in the primary and secondary study areas, and **Figure 8-5** illustrates existing building heights in the primary and secondary study areas.

Primary Study Area (Project Area)

STREETS

Due to the convergence of several major thoroughfares and rail tracks, the primary study area contains very irregular block forms. As shown in **Figure 8-1**, the primary study area is generally bound by Fulton Street to the north, Van Sinderen Avenue to the west, Atlantic Avenue to the south, and East New York Avenue to the east. The primary study area is bifurcated in the east-west direction by Herkimer Street and in the north-south direction by Williams Place. The north-south elevated Metropolitan Transit Authority (MTA) Canarsie (L) tracks traverse the primary study area to the west of Williams Place, and the east-west Long Island Railroad (LIRR) commuter rail tracks are located beneath the elevated express lanes of Atlantic Avenue in the southern portion of the primary study area.

Fulton Street is an 80-foot-wide major street that traverses Brooklyn in an east-west direction. In the



Source: NYCDCP (PLUTO 2024, Version 1); DoITT; ESRI

Legend

- Primary Study Area (Project Area)
- Secondary Study Area (Quarter-Mile Radius)
- Projected Development Site 1A
- Projected Development Site 1B
- Projected Development Site 1C
- Projected Development Site 1D
- Projected Development Site 1E
- Projected Development Site 2
- Photo Location: Primary Study Area
- Photo Location: Secondary Study Area



1. View looking east along Herkimer Street from the intersection of Herkimer Street and Williams Place.



2. View looking northwest at East New York Avenue from the intersection of East New York Avenue and Williams Avenue.



3. View looking north along Williams Place from the intersection of Williams Place and Herkimer Street.



4. View looking south along Williams Place from the intersection of Williams Place and Herkimer Street.



5. View looking southwest along Herkimer Street from the intersection of Herkimer Street and East New York Avenue.



6. View looking west along Atlantic Avenue at the midblock between Van Sinderen Avenue and Williams Place.



7. View west along Fulton Street from the intersection of Fulton Street and Williams Avenue.



8. View looking west along Herkimer Street from the intersection of Herkimer Street and Williams Place.



1. View looking west along Atlantic Avenue at the midblock between Snediker Avenue and Hinsdale Street.



2. View looking east along Atlantic Avenue at the midblock between Hinsdale Street and Williams Avenue.



3. View looking south along Hinsdale Street at the midblock between Atlantic Avenue and Liberty Avenue.



4. View looking east along Liberty Avenue at the midblock between Hinsdale Street and Williams Avenue.



5. View looking southeast along Broadway at the midblock between Van Sinderen Avenue and Jamaica Avenue.



6. View looking southeast along Bushwick Avenue at the midblock between Conway Street and Highland Boulevard.



7. View looking northwest along Bushwick Avenue at the intersection of Bushwick Avenue and Conway Street.



8. View looking south along Fanchon Place from the intersection of Fanchon Place and Bushwick Avenue.



9. View looking east along Atlantic Avenue at the midblock between Havens Place and Van Sinderen Avenue.



10. View looking southwest along East New York Avenue at the midblock between Van Sinderen Avenue and Snediker Avenue.



11. View looking northwest at the intersection of Dean Street and Sackman Street.



12. View looking north along Sackman Street at the midblock between Herkimer Street and Atlantic Avenue.



13. View looking west along Atlantic Avenue at the intersection of Atlantic Avenue and Hinsdale Street.



14. View looking west along Atlantic Avenue at the midblock between Havens Place and Van Sinderen Avenue.



15. View looking north along Pennsylvania Avenue at the midblock between Fulton Street and Atlantic Avenue.



16. View looking south along Pennsylvania Avenue at the midblock between Atlantic Avenue and Liberty Avenue.

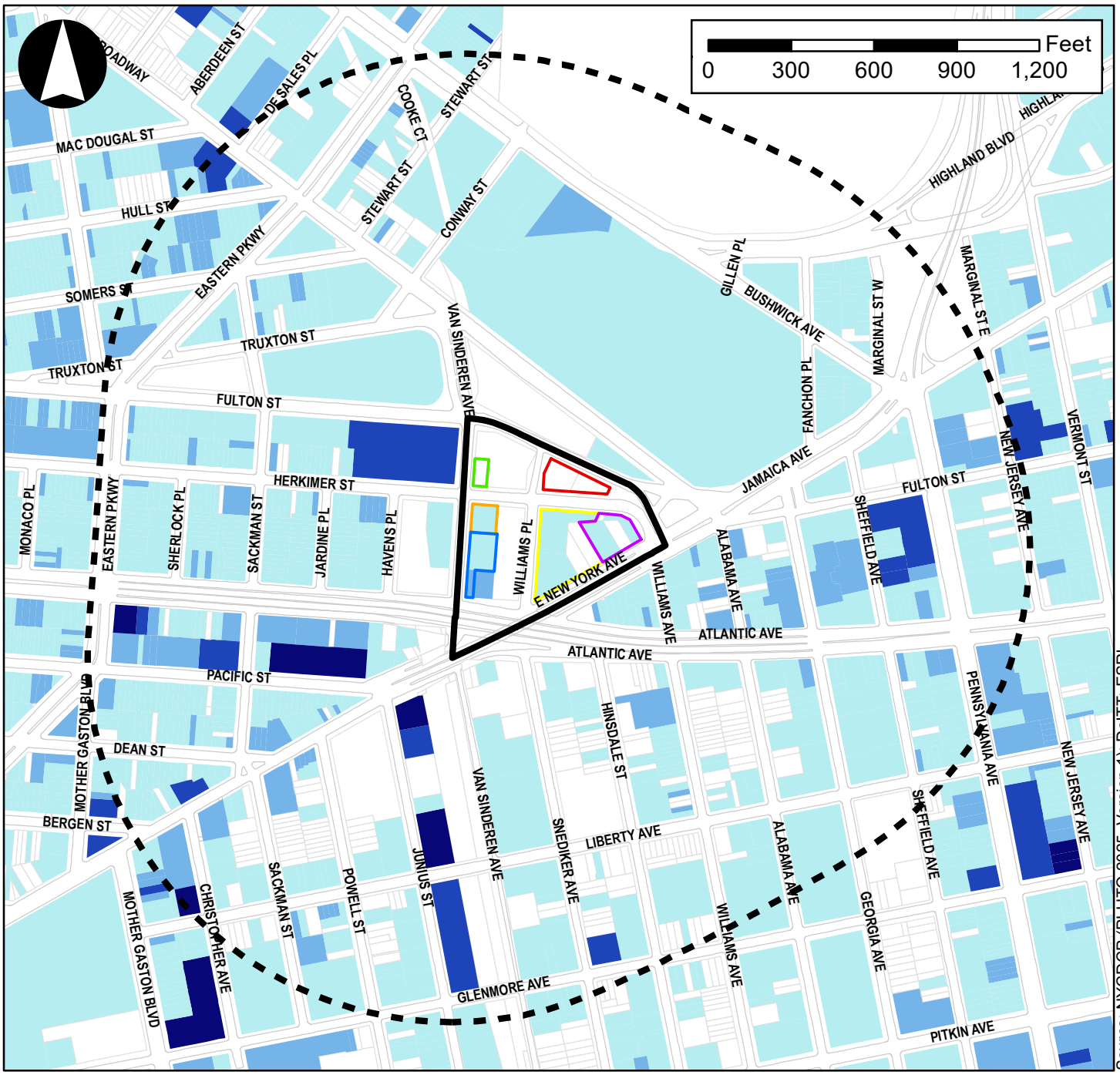


17. View looking north on Fulton Street at the midblock between Williams Place and East New York Avenue.


18. View looking northwest along Fulton Street from Jewel Square.


19. View looking east along Truxton Street at Callahan-Kelly Playground, at the midblock between Sackman Street and Conway Street.


20. View looking east at Callahan-Kelly Playground from the intersection of Truxton Street and Conway Street.



Source: NYCDCP (PLUTO 2025, Version 1); DoITT; ESRI

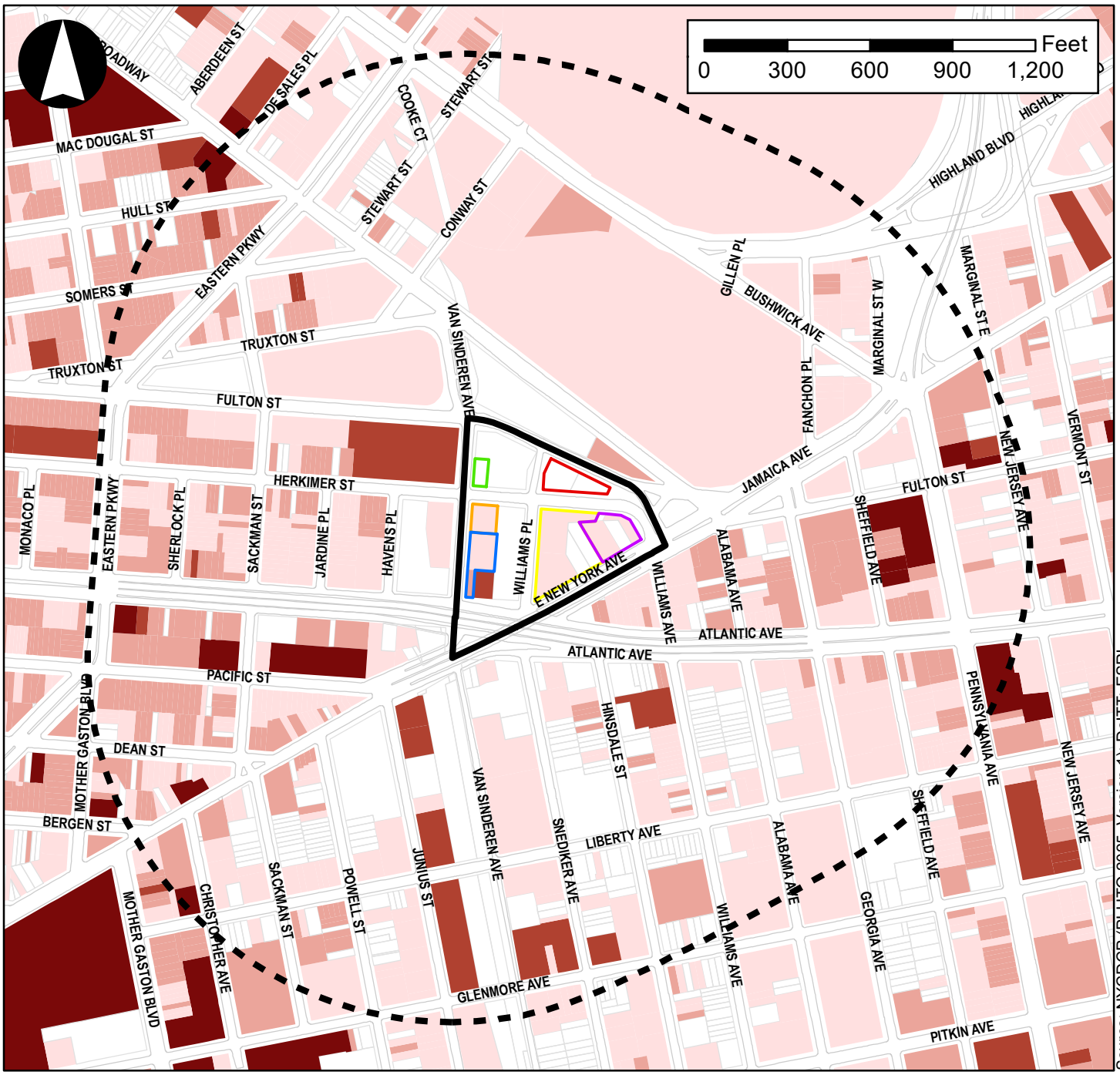
Legend

- Primary Study Area (Project Area)
- Secondary Study Area (Quarter-Mile Radius)
- Projected Development Site 1A
- Projected Development Site 1B
- Projected Development Site 1C
- Projected Development Site 1D
- Projected Development Site 1E
- Projected Development Site 2

Existing Built FAR

- No Building
- Up to 2.0 FAR
- 2.1 - 4.0 FAR
- 4.1 - 6.0 FAR
- More than 6.0 FAR

Figure 8-5
Building Heights Map



Source: NYCDCP (PLUTO 2025, Version 1); DoITT; ESRI

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- Projected Development Site 2

Existing Number of Floors

- No Building
- 1 - 2 Floors
- 3 - 4 Floors
- 5 - 6 Floors
- 7+ Floors

primary study area, Fulton Street curves to the southeast, terminating at Jamaica Avenue. It contains one lane each of east and westbound vehicular traffic flanked by parallel parking lanes and approximately 12-foot-wide concrete sidewalks on both sides of the street. There are street lights, traffic signs, and a few curb cuts along this stretch of Fulton Street. Between Van Sinderen Avenue and Williams Place in the primary study area, Fulton Street is covered by elevated MTA tracks, with supporting steel columns punctuating the street's sidewalks; the steel columns and elevated MTA tracks are within approximately five feet of lot lines. There are no elevated tracks above Fulton Street to the east of Williams Place. This portion of the street features some street trees and no street furniture except for a single LinkNYC kiosk on the north side of the street just outside the primary study area.

Van Sinderen Avenue carries one lane each of north and southbound local vehicular traffic between Broadway and East New York Avenue. It is 70 feet wide in the primary study area, expanding to a width of 100 feet north of Fulton Street. It is flanked by parallel parking lanes and approximately 17-foot-wide concrete sidewalks punctuated with street lights, traffic signs, street trees, and some curb cuts, and no street furniture except for a single bicycle rack on the west side of the street just outside the primary study area. Concrete stairs leading to an underpass to the LIRR's East New York Station are located at the intersection of Van Sinderen Avenue and Atlantic Avenue, and there is a Citi Bike station on the west side of Van Sinderen Avenue just north of Atlantic Avenue. In addition, as described below, public realm improvements, including streetscape and pedestrian safety improvements to Van Sinderen Avenue between Fulton Street and Atlantic Avenue, are planned by the City.[3]

Atlantic Avenue is a major east-west thoroughfare and through truck route of Brooklyn that intersects with East New York Avenue in the southern portion of the primary study area. Atlantic Avenue is a 120-foot-wide street with six total lanes of traffic separated into three distinct sections: four central elevated express lanes flanked on each side by at-grade local lanes. The elevated portion of Atlantic Avenue contains two lanes each of east and westbound vehicular traffic separated by Jersey barriers. The exterior of the elevated road is a stone wall topped with street lights. The roadbed is elevated above the at-grade LIRR tracks, which can be seen through arches within the stone walls from the at-grade local lanes of Atlantic Avenue. These lanes flank the elevated road on each side, with one lane of eastbound traffic on the south and one lane of westbound traffic on the north. In the primary study area, these lanes are flanked with concrete sidewalks on both sides that range in width from 17 to 30 feet, with one lane of parallel parking opposite the elevated road. The concrete sidewalks are punctuated by street lights, traffic signs, street trees, fire hydrants, some curb cuts, and steel columns supporting the elevated MTA tracks, which cross all six lanes of Atlantic Avenue in the vicinity of Williams Place, Van Sinderen Avenue, and Snediker Avenue. Along the primary study area's Atlantic Avenue frontage, specifically between Van Sinderen Avenue and Williams Place, steel columns and elevated MTA tracks are within approximately five feet of lot lines. Short concrete stairs leading to the LIRR's East New York Station are located at the intersection of Atlantic Avenue and Williams Place, and several sets of stairs lead up to the elevated MTA Atlantic Avenue Station of the L train between Atlantic and East New York Avenues. There is no street furniture along Atlantic Avenue in the primary study area.

East New York Avenue is a 60-foot-wide major street that traverses eastern Brooklyn in an east-west direction and expands to 115 feet in width at Junius Street to the southwest of the primary study area, and merges into Jamaica Avenue to the northeast of the primary study area. Like Atlantic Avenue, East New York Avenue contains six total lanes of traffic separated into three distinct sections between Junius Street and Williams Avenue: four central below-grade express lanes flanked on each side by at-grade local lanes. The below-grade portion of East New York Avenue contains two lanes each of northeast and

[3] https://edc.nyc/project/broadway-junction-east-new-york

southwest-bound vehicular traffic separated by a concrete median with traffic lights. The exterior of the below-grade road is a concrete wall tagged with graffiti. The roadway travels below the at-grade portion of Atlantic Avenue and the LIRR tracks, as well as the elevated MTA tracks between Van Sinderen Avenue and Hinsdale Street. One lane of northeast-bound local vehicular traffic is adjacent to the express lanes to the south, and one lane of southwest-bound local vehicular traffic is adjacent to the express lanes to the north. These roads are flanked by parallel parking lanes opposite the express lanes and approximately nine-foot-wide concrete sidewalks on both sides of the street, punctuated by street lights, traffic signs, fire hydrants, many curb cuts, steel columns supporting the elevated rail tracks of the L train, and metal steps to the adjacent LIRR and L train stations. Along the primary study area's East New York Avenue frontage, specifically near the intersection of Atlantic Avenue, East New York Avenue, and Williams Place, steel columns and elevated MTA tracks are within approximately 10 feet of lot lines. Both local lanes are interrupted by the stone wall of the elevated Atlantic Avenue express lanes. There is no street furniture along East New York Avenue in the primary study area.

Herkimer Street is a 70-foot-wide local truck route that terminates at East New York Avenue in the primary study area. It contains one lane of eastbound traffic flanked by parallel parking lanes. There are continuous concrete sidewalks on the south side of the street measuring approximately 18-foot-wide; the north side of the street contains a mix of concrete sidewalks that range in width from four to 10 feet and grassy areas. The sidewalks and grassy areas adjacent to Herkimer Street contain street lights, traffic signs, street trees, fire hydrants, and steel columns supporting the elevated MTA tracks, which cross the street to the west of Williams Place; the steel columns and elevated MTA tracks are within approximately five feet of lot lines. There are several curb cuts along the street, and there is a significant amount of vehicular parking on the sidewalks, particularly in the easternmost portion of the primary study area.

Williams Place is a 60-foot-wide street located between Atlantic Avenue and Fulton Street. It carries one lane of local northbound vehicular traffic, with parallel parking lanes flanking both sides of the street. Williams Place is covered by elevated MTA tracks, with supporting steel columns punctuating the street's sidewalks; the steel columns and elevated MTA tracks are within approximately five feet of lot lines. There are continuous concrete sidewalks on the west side of the street measuring approximately 12-foot-wide; the east side of the street contains a mix of concrete sidewalks measuring approximately 12-foot-wide and grassy areas. The sidewalks and grassy areas adjacent to Williams Place contain street lights, traffic signs, fire hydrants, and steel columns supporting the elevated MTA tracks, which run adjacent to and west of Williams Place, and a few curb cuts. There is some vehicular parking on the sidewalks.

BUILDINGS

Existing buildings in the primary study area are low-rise, low-density structures. Buildings along the east side of Van Sinderen Avenue south of Herkimer Street are all masonry structures built out to the lot lines and oriented towards the street, creating a largely continuous street wall along this portion of the block. These include the two-story Calvary Church (1.33 FAR); two-story manufacturing building (0.61 FAR), and a three-story commercial building (3.32 FAR). The six-story hotel on Atlantic Avenue just west of Van Sinderen Avenue is the tallest building in the primary study area. It is setback from the street behind vehicular parking spaces and a port cochere (2.43 FAR).

The two buildings along the east side of Williams Place south of Herkimer Street are both one-story maintenance facilities for NYCT with FARs of 0.91 and 1.00. These buildings are both built out to the lot lines with few garage and pedestrian openings, creating an imposing street wall along Williams Place and wrapping around to East New York Avenue and Herkimer Street. Further east along Herkimer Street is a two-story garage and one-story auto repair shop that is partially set behind vehicular parking and storage

(0.49 FAR). There is also a one-story auto repair shop set behind vehicular parking and storage further east on East New York Avenue in the primary study area (0.49 FAR). These auto-related uses contain large signage.

There are no buildings located in the remaining portions of the primary study area, which are largely comprised of vacant lots, unenclosed vehicular parking, and storage lots, and transportation/utility uses (including the elevated MTA tracks) all of which are surrounded by tall metal fencing and/or roll gates.

OPEN SPACE AND NATURAL FEATURES

The topography of the primary study area is generally flat. Open spaces in the primary study area include open areas utilized as surface parking lots, unenclosed parking, and storage space. As described further in **Chapter 5, "Open Space,"** there are no open space resources (e.g., public parks) located in the primary study area; however, Jewel Square is a public plaza located adjacent to the primary study area's eastern boundary. Additionally, except for occasional street trees and grassy areas, there are no natural features in the primary study area.

VISUAL RESOURCES

Visual resources in the primary study area include a view corridor of Callahan-Kelly Playground when looking northwest from the intersection of Fulton Street and Van Sinderen Avenue, and view corridors of Jewel Square when looking east from Fulton Street, Herkimer Street, and East New York Avenue.

Secondary Study Area (Quarter-Mile Radius)

STREETS

As shown in **Figure 8-1**, the street network and interweaving mass transit infrastructure of the secondary study area is distinctive. Multiple major thoroughfares intersect in and around the primary study area, resulting in the convergence of several differently oriented street grids, creating irregular block forms. Major streets traversing the secondary study area include the east-west thoroughfares of Fulton Street and Atlantic Avenue; the northwest-southeast streets of Broadway and Bushwick Avenue; the southwest-northeast thoroughfares of East New York and Jamaica Avenues; and the north-south streets of Pennsylvania Avenue and Jackie Robinson Parkway. Additionally, the north-southbound elevated MTA Canarsie (L) tracks traverse the center of the secondary study area along Van Sinderen Avenue and just west of Williams Place; the east-westbound elevated MTA J/Z tracks cover Broadway and eastern portions of Fulton Street; and the east-westbound LIRR commuter rail tracks are located beneath the elevated express lanes of Atlantic Avenue. The Broadway Junction Subway Station complex located one block north of the primary study area contains entrances to the elevated L and J/Z lines as well as the underground A/C subway line. Moreover, the Cemetery of the Evergreens and the East New York Rail Yard and Bus Depot comprise two superblocks in the northern portion of the secondary study area.

Most streets in the secondary study area contain parallel parking lanes on one or both sides of the street and are flanked with concrete sidewalks punctuated by street lights, street trees, standard New York City Department of Transportation (DOT) parking and street signage, DOT traffic and pedestrian signals, and fire hydrants. Utility poles carrying wires are located sporadically in the secondary study area, and the number of curb cuts and street trees in the secondary study area varies widely depending on adjacent land uses, with curb cuts typically found adjacent to or in proximity to transportation/utility uses, commercial auto-related uses, and industrial/manufacturing buildings, and streets trees usually located

adjacent to or in front of residential and institutional buildings and open space resources. Except for New York City Department of Sanitation (DSNY) litter receptacles, ParkNYC Muni-Meters, and LinkNYC kiosks along Fulton Street and Pennsylvania Avenue, as well as the occasional bicycle rack or United States Postal Service (USPS) collection boxes on major streets, there is almost no street furniture located in the secondary study area.

Bushwick Avenue and Broadway are major thoroughfares that traverse much of Brooklyn and terminate at Jamaica Avenue in the secondary study area. Bushwick Avenue is 120 feet wide with two lanes each of northwest and southeast-bound vehicular traffic. There is no on-street parking on Bushwick Avenue in the secondary study area. Sidewalks along Bushwick Avenue are characterized by numerous curb cuts and on-sidewalk vehicular parking for adjacent commercial, auto, transportation/utility, and industrial uses, limiting pedestrian mobility. Broadway is an 80-foot-wide local truck route. South of Truxton Street, Broadway carries one lane of northbound vehicular traffic; north of Truxton Street, Broadway carries one lane each of northwest and southeast-bound vehicular traffic. Broadway is covered by the elevated MTA J/Z tracks, and as such, its sidewalks are punctuated by steel columns supporting the elevated MTA tracks as well as stairs to J/Z line stations and NYCT bus stops.

As described above, Fulton Street and Atlantic Avenue are major east-west streets of Brooklyn. West of Jamaica Avenue, Fulton Street is 80 feet wide with one lane each of east and westbound vehicular traffic. There is a Citi Bike station on the south side of Fulton Street just north of Jewel Square to the east of the primary study area. East of Jamaica Avenue, Fulton Street is 60 feet wide with one lane of eastbound vehicular traffic and is covered by the elevated MTA J/Z tracks, and as such, its sidewalks accommodate the steel columns supporting the elevated MTA tracks as well as stairs to the J/Z lines and NYCT bus stops. (Alabama and Van Sinderen Avenues also have bus stops and shelters just south and north of Fulton Street, respectively.) Atlantic Avenue is a 120-foot-wide truck route. Between Mother Gaston Boulevard and Georgia Avenue, Atlantic Avenue features six total lanes of traffic separated into three distinct sections: four central elevated express lanes flanked on each side by at-grade local lanes. The elevated portion of Atlantic Avenue contains two lanes each of east and westbound vehicular traffic. One lane of eastbound local vehicular traffic is adjacent to the express lanes to the south, and one lane of westbound local vehicular traffic is adjacent to the express lanes to the north. The express and local lanes of Atlantic Avenue merge at-grade to the east of Georgia Avenue, resulting in three eastbound and three westbound lanes of vehicular traffic separated by a concrete median with streetlights.

As described above, East New York Avenue is a 60-foot-wide major street that expands to 115 feet in width at Junius Street, and merges into Jamaica Avenue to the northeast of the primary study area. West of Sackman Street, East New York Avenue contains one lane each of northeast and southwest-bound vehicular traffic. This section of the roadway has a considerable number of curb cuts and vehicles parked partially or wholly on the sidewalks. East New York Avenue becomes one-way with one lane of northeast-bound vehicular traffic west of Sackman Street, and then expands into six lanes of traffic west of Junius Street, separated into three distinct sections: four central below-grade express lanes flanked on each side by at-grade local lanes. The below-grade portion of East New York Avenue contains two lanes each of northeast and southwest-bound vehicular traffic. One lane of northeast-bound local vehicular traffic is adjacent to the express lanes to the south, and one lane of southwest-bound local vehicular traffic is adjacent to the express lanes to the north. At the intersection of Fulton Street, East New York Avenue becomes Jamaica Avenue, a 130-foot-wide major street with three lanes of northeast and southwest-bound vehicular traffic separated by a planted median with street lights, traffic signs, and occasional fencing. Jamaica Avenue narrows to 70 feet in width at Pennsylvania Avenue, with one lane of vehicular traffic in each direction and no median. The sidewalks of East New York and Jamaica Avenues accommodate NYCT bus stops and shelters, as well as stairs to the elevated MTA subway lines and the

LIRR commuter rail.

Pennsylvania Avenue is a 100-foot-wide major street and local truck route in the eastern portion of the secondary study area. It contains two- to three-lanes of both north and southbound vehicular traffic, varying in width to accommodate left turn lanes and NYCT bus stops and shelters. Pennsylvania Avenue terminates at Jamaica Avenue, where Jackie Robinson Parkway begins. This 100-foot-wide arterial highway prohibits commercial vehicles and contains two northbound and three southbound lanes of vehicular traffic separated by short Jersey barriers on all three sides. Jackie Robinson Parkway is surrounded by grass and trees, does not provide sidewalks, and features large overhead directional signage.

Eastern Parkway Extension is an arterial road located in the western portion of the secondary study area. The approximately 110-foot-wide thoroughfare contains two lanes each of north and southbound vehicular traffic separated by a concrete median with street lights, traffic signs, and street trees.

The remainder of roads in the secondary study area carry predominately local vehicular traffic in a north-south or east-west direction, intersecting with the major thoroughfares described above. Many of these local streets are 50 to 70 feet wide with a lane of vehicular traffic in one or sometimes both directions. Curb cuts are typically located adjacent to transportation/utility uses, parking lots, industrial buildings, and commercial auto uses in the secondary study area; many of these sidewalk areas contain vehicular parking and storage of materials for adjacent uses, limiting pedestrian mobility.

Van Sinderen Avenue south of East New York Avenue is a particularly narrow street in the secondary study area. It is 25 feet wide with one lane of southbound vehicular traffic and no on-street parking and is flanked by concrete sidewalks on the east side of the street, which are lined with thin bollards and punctuated with utility poles for overhead wires. There are no sidewalks on the west side of Van Sinderen Avenue due to the adjacent MTA overhead tracks.

In addition to the Citi Bike stations noted above on Fulton Street and Van Sinderen Avenue, there are also Citi Bike stations at the intersections of Somers Street and Broadway, Broadway, Van Sinderen Avenue and Truxton Street, and Pacific Street and Sackman Street. Bike lanes in the secondary study area are limited to east and westbound marked lanes on Liberty Avenue; a marked northbound lane on the west side of Williams Avenue south of Liberty Avenue; and a marked southbound lane on the east side of Hinsdale Street south of Liberty Avenue. Liberty Avenue also features large overhead signage adjacent to its intersections with Powell and Sheffield Streets to identify the area as the “East Brooklyn Business District.”

BUILDINGS

The secondary study area is characterized by a wide variety of land uses, including manufacturing/industrial, commercial, residential, institutional, transportation/utility, and parking uses. Overall, the secondary study area is generally comprised of low-rise, low-density buildings interspersed with open parking lots, storage spaces, and transportation/utility uses surrounded by metal fencing.

Residential uses in the secondary study area mostly consist of older low-density, two- to four-story multi-family residential buildings on narrow lots setback from the street behind shallow front yards consisting of stoops, vehicular parking spaces, limited vegetation, and areas for garbage and recycling bins. Newer residential development scattered throughout the secondary study area tends to be taller construction on larger lots, often with ground-floor commercial spaces, and with some of the highest densities in the secondary study area. Examples include the eight-story building located at 2377 Pacific Street completed

in 2020 (5.58 FAR); the nine-story building located at 62 Pennsylvania Avenue completed in 2020 (4.9 FAR); the six-story building located at 91 Junius Street completed in 2016 (4.92 FAR); the eight-story building located at 103 Liberty Street completed in 2022 (6.35 FAR); and the 10-story building located at 1866 Eastern Parkway completed in 2019 (7.17 FAR).

Commercial uses in the secondary study area are primarily hotels, local retail (such as eating and drinking establishments, pharmacies, beauty salons, clothing stores, and convenience stores), and local service uses (such as wholesale, grocery, and hardware stores). Since 2015, several new commercial buildings have been completed in the secondary study area along Pennsylvania and Sheffield Avenues, including the nine-story hotels at 51 and 55 Sheffield Avenue completed in 2020 (both with FARs of 4.84); the seven-story commercial building located at 101 Pennsylvania Avenue completed in 2015 (3.15 FAR); and the seven-story hotel at 27 Pennsylvania Avenue completed in 2015 (2.23 FAR). Additionally, several six-story institutional buildings have recently been renovated as WIN Junius and Liberty Residences, providing transitional housing along the eastern side of Junius Street between East New York and Liberty Avenues with FARs ranging from 5.98 to 6.73.

Industrial uses in the secondary study area are generally characterized as low-density, one- to two-story buildings and include warehouses, storage facilities, and distributors. Many of these structures are built out to the lot lines with minimal fenestration or entrances, creating inactive streetscapes. Others are setback from the street behind open vehicular and material storage, usually surrounded by tall metal fencing. A considerable number of industrial and some commercial buildings in the secondary study area are tagged with graffiti, particularly along thoroughfares covered by elevated MTA tracks. Tall metal fencing and drop-down gates surrounding properties are also characteristic of the large number of unenclosed parking lots and transportation/utility uses throughout the secondary study area. For example, the MTA's East New York Rail Yard and Bus Depot, which is located between Jamaica and Bushwick Avenues and Conway and Fulton Streets in the northern portion of the secondary study area, is surrounded by tall, imposing metal fencing and brick walls topped with barbed wire. The East New York Rail Yard and Bus Depot is used for storing subway cars and buses and contains a number of low-rise buildings as well as tall cell phone towers.

OPEN SPACE AND NATURAL FEATURES

The topography of the secondary study area is largely even, except for the Cemetery of the Evergreens located in the northern portion of the secondary study area, which is located on a steep slope. In the secondary study area, the terrain is lowest south of East New York and Jamaica Avenues, sloping slightly upwards north of these thoroughfares, and rising steeply to the north of Highland Boulevard towards the Cemetery of the Evergreens.

As described in **Chapter 5, "Open Space,"** there are eight open space resources located in the secondary study area. The 3.25-acre Callahan-Kelly Playground is located immediately northwest of the primary study area and is bounded by Truxton Street, Van Sinderen Avenue, and Eastern Parkway. The seven other open space resources in the secondary study area include the southernmost portion of the Cemetery of the Evergreens; the 0.92-acre Houston Playground located at 145 Glenmore Avenue; the 0.13-acre Jewel Square bounded by East New York Avenue, Fulton Street, Broadway, and Williams Avenue; the 0.06-acre Williams Avenue Community Garden located at 88 Williams Avenue; the 0.11-acre McLeod Community Garden located at 130 Liberty Avenue; and the 0.17-acre TLC Sculpture Park Garden located at 275 Glenmore Avenue. These open space resources feature landscaping, trees, and/or community gardens. Other open spaces located in the secondary study area include open areas utilized as surface parking lots, as well as numerous private front, side, and rear yards. Where present within the secondary study area,

open spaces are typically enclosed with fencing. Natural features in the secondary study area include street trees usually located adjacent to or in front of residential and institutional buildings, as well as ~~and~~ trees and landscaping contained within front, side, and rear yards of residential and institutional buildings.

VISUAL RESOURCES

The State/National Registers of Historic Places (S/NR)-eligible East New York Bus Depot Shops and Garage is a visual resource located in the northeastern portion of the secondary study area, the S/NR-listed Cemetery of the Evergreens is a visual resource located in the northern portion of the secondary study area, and the S/NR-~~undetermined~~ eligible Atlantic Avenue Station is located in the central portion of the secondary study area, just south of the primary study area. In addition to these resources, other visual resources in the secondary study area include the open space resources described above, particularly Callahan-Kelly Playground and Jewel Square. View corridors of these various visual resources are generally limited to the streets and sidewalks that these resources are located on from within the secondary study area.

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

Primary Study Area (Project Area)

In the 2036 future without the Proposed Actions, it is assumed that the primary study area would remain as under existing conditions. Thus, no changes to the existing streets, buildings, open space, and natural features of the primary study area would occur in the No-Action condition. The visual resources in the primary study area, including a view corridor of Callahan-Kelly Playground and view corridors of Jewel Square, would remain as under existing conditions.

Secondary Study Area (Quarter-Mile Radius)

STREETS

There are changes to the street network expected to be completed in the secondary study area by 2036 in the No-Action condition. As part of NYCEDC's and DCP's 2019 report, *Broadway Junction: A Vision for the Future*[4], approximately $400 million in accessibility improvements are planned for the Broadway Junction Subway Station complex, including the placement of new elevators and escalators at the street level adjacent to the complex. Additionally, $95 million has been committed to public realm improvements on the streets surrounding the Broadway Junction Subway Station complex. The planned public realm improvements include the construction of two new public plazas totaling approximately 25,000 sf, as well as streetscape and pedestrian safety improvements to Van Sinderen Avenue between Fulton Street and Atlantic Avenue.[5] The ULURP application for the two new public plazas was certified on April 21, 2025 (CEQR No. 25NYP001K; ULURP No. 2025K0339).

BUILDINGS

As described in **Chapter 2, "Land Use, Zoning, and Public Policy,"** there are 13 known and anticipated developments that are in the preliminary stage of development and are expected to be completed and

[4] "*Broadway Junction: A Vision for the Future*" (2019). NYCEDC and DCP; https://edc.nyc/sites/default/files/2019-09/broadwayjunction.pdf

[5] https://edc.nyc/project/broadway-junction-east-new-york

occupied in the secondary study area by 2036 in the No-Action condition. These 13 known and anticipated developments will range in height from four to 11 stories tall. Notably, the newly completed development across from the primary study area at 2440 Fulton Street will contain approximately 253,424 gsf of commercial office space primarily to be occupied by the New York City Human Resources Administration or Department of Social Services (HRA/DSS), as well as approximately 80,000 gsf of commercial retail space.

OPEN SPACE AND NATURAL FEATURES

As described above and in **Chapter 5, "Open Space,"** no changes to open space resources are planned in the secondary study area in the No-Action condition. NYCEDC is planning public realm improvements at the Broadway Junction Subway Station complex. As currently contemplated, the public realm improvements are planned to include two new public plazas introducing approximately 25,000 sf of new open space, as well as streetscape and pedestrian safety improvements (lighting, signage, street furniture, and bike infrastructure) on Van Sinderen Avenue between Atlantic Avenue and Fulton Street. The public realm improvements are anticipated to commence construction in 2029 and complete construction by 2031. Therefore, approximately 25,000 sf of new publicly accessible passive open space would be added to the secondary study area. No changes to topography or natural features in the secondary study area are anticipated in the No-Action condition.

VISUAL RESOURCES

No changes to existing visual resources in the secondary study area are anticipated in the No-Action condition.

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

In the 2036 future with the Proposed Actions, the Proposed Actions would be approved and the primary study area would be redeveloped. Specifically, Projected Development Sites 1A through 1E and Projected Development Site 2 within the primary study area would be redeveloped pursuant to the Proposed Actions with five new buildings and the development option for a potential small retail kiosk. The new mixed-use development on the projected development sites would either contain a combined total of approximately 1,589,202 gsf under the Proposed Development, or a combined total of approximately 1,620,348 gsf under the Alternate Community Facility Scenario.

Primary Study Area (Project Area)

STREETS

The With-Action condition would not change the configuration of the existing blocks or block forms in the primary study area, as the Proposed Actions would not change the arrangement, dimensions, orientation or apportionment of streets in the primary study area. The With-Action condition, under both the Proposed Development and the Alternate Community Facility Scenario, would alter the pedestrian experience of the streets surrounding the Development Site within the primary study area through the introduction of taller, larger, and denser buildings than the buildings that would occupy Projected Development Sites 1A through 1E and Projected Development Site 2 within the primary study area in the No-Action condition.

BUILDINGS

In the With-Action condition, the Applicant proposes to demolish the existing buildings that occupy Projected Development Sites 1A through 1E within the primary study area (except for the existing three-story commercial building on Block 1576, Lot 34 on Projected Development Site 1B) to facilitate the development of four new mixed-use buildings and the option for potentially a small retail kiosk. Additionally, on Projected Development Site 2, which is not included within the LSGD, it is anticipated that the existing building would be demolished and a new as-of-right mixed-use building would be developed on Projected Development Site 2.

As described above and in "**Chapter 1, Project Description,"** both the Proposed Development and the Alternate Community Facility Scenario would comprise the same maximum bulk envelope permitted by the LSGD Special Permit. The maximum permitted development envelope is slightly larger than the space that would be occupied by the Proposed Development or the Alternate Community Facility Scenario. As the maximum development envelope is slightly larger than the Proposed Development or the Alternate Community Facility Scenario, the potential effects associated with the maximum development envelope are considered herein.

Projected Development Site 1A

On Projected Development Site 1A, there is the option for a potential small 1,000 gsf retail kiosk to be developed in the northern portion of the site (refer to **Figure 8-6**). On Projected Development Site 1A, the proposed PAA space would measure approximately 4,904 sf. The development program for Projected Development Site 1A would be the same under both the Proposed Development and the Alternate Community Facility Scenario.

Projected Development Site 1B

On Projected Development Site 1B, the existing building on Lot 1 would be demolished and redeveloped with one new mixed-use building. The existing three-story commercial office building on Lot 34 would remain, as under existing and No-Action conditions. As shown in **Figures 8-7** and **8-8**, under the Proposed Development, the new building would rise to approximately 24 stories (265' maximum building height; 295' maximum bulkhead height) and contain approximately 208,440 gsf, including approximately 195,198 gsf of residential space (263 total DUs [66 affordable DUs pursuant to MIH Option 1 or 79 affordable DUs pursuant to MIH Option 2]), 4,242 gsf of retail space, and 9,000 gsf of commercial office space.

Under the Alternate Community Facility Scenario, the new building would rise to approximately 23 stories (265' maximum building height; 295' maximum bulkhead height) and contain approximately 231,870 gsf, including approximately 155,765 gsf of residential space (208 total DUs [52 affordable DUs pursuant to MIH Option 1 or 62 affordable DUs pursuant to MIH Option 2]), 4,242 gsf of retail space, 13,450 gsf of light industrial space, and 34,983 gsf of commercial office space. In addition, approximately 26 parking spaces would be provided under the Alternate Community Facility Scenario in a below-grade garage accessed from Van Sinderen Avenue; the below-grade garage would be accessible via a new, approximately 23-foot-wide curb cut.

Under both the Proposed Development and the Alternate Community Facility Scenario, the new building would be built out to the lot line, creating a continuous street wall along Van Sinderen Avenue, and would be permitted to have its street wall rise to a base height of up to 95' along Van Sinderen Avenue, followed by an initial setback of ~~10'~~ 8'. Under both the Proposed Development and the Alternate Community Facility Scenario, the maximum permitted development envelope for the new building would be 265' for the



Source: WXY architecture + urban design

Architect
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Rev.	Date	Description
1	06/20/2023	Draft Plans
2	09/29/2024	Draft Plans
3	03/21/2025	Draft Plans
4	05/01/2025	ULURP PLANS

Project
Herkimer Williams
Brooklyn, New York
Block 1555 Lot 1, 19
Block 1576 Lot 1, 9, 13, 32, 34
Block 1577 Lot 1, 7, 17, 26, 32, 35, 51, 53, 56, 58

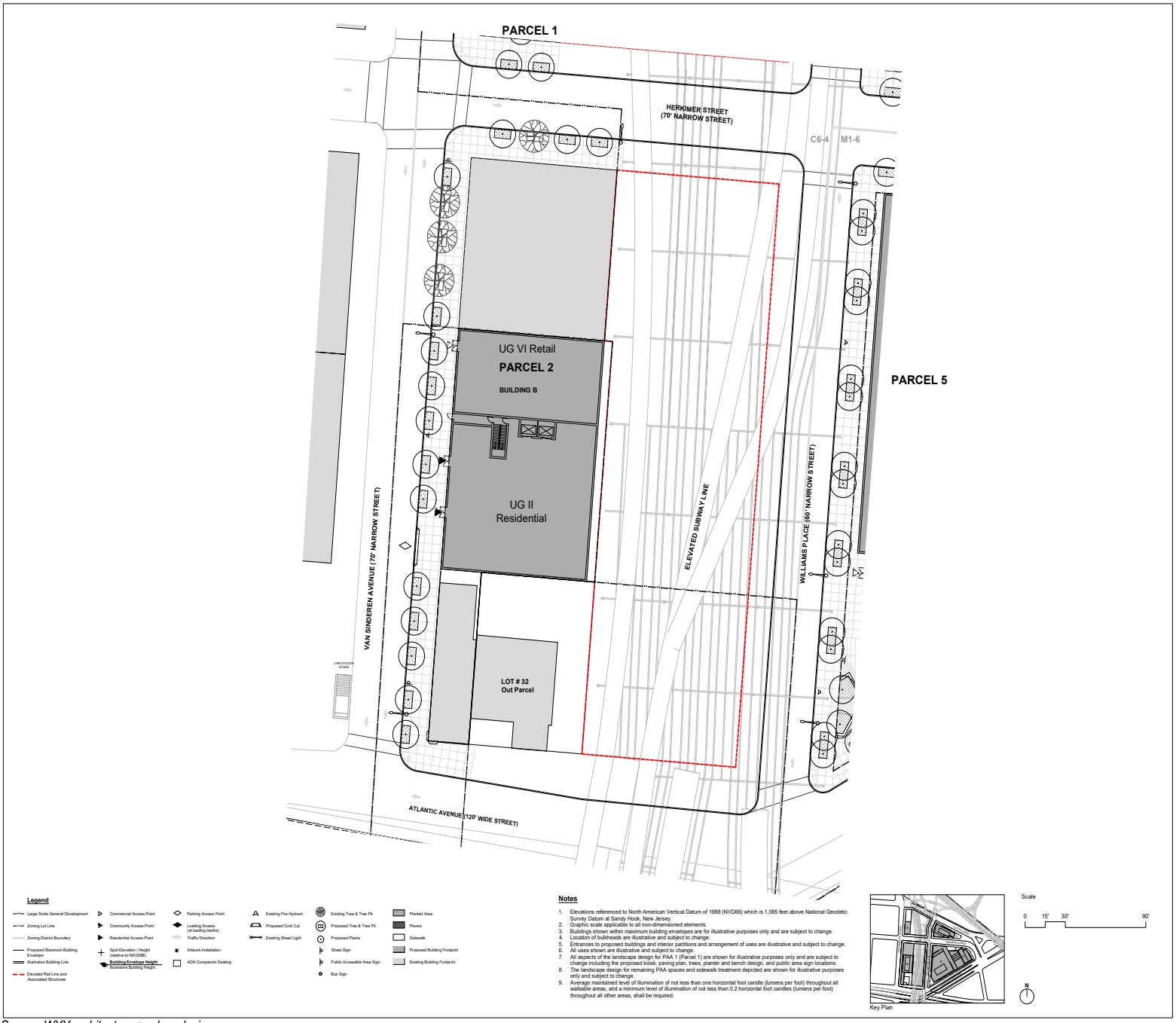
Client

Seal
REGISTERED ARCHITECT
GLADD D. ROTH
029984
STATE OF NEW YORK

Drawing Title
Parcel 1 Zoning Lot Site Plan

Drawn by	
Checked by	
Date	May 1, 2025
Scale	1"=20'
Drawing Number	Z-020.00
Sheet Number	13 OF 32
Sheet Size	ARCH E1

Figure 8-6
Projected Development Site 1A Site Plan



Source: WXY architecture + urban design

Architect
WXY
WXY architecture + urban design
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Project
Herkimer Williams
Brooklyn, New York
Block 1555 Lot 1, 19
Block 1576 Lot 1, 9, 13, 32, 34
Block 1577 Lot 1, 7, 17, 26, 32, 35, 51, 53, 56, 58

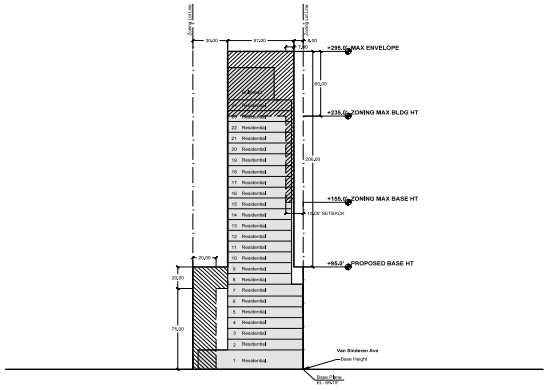
Client

Seal

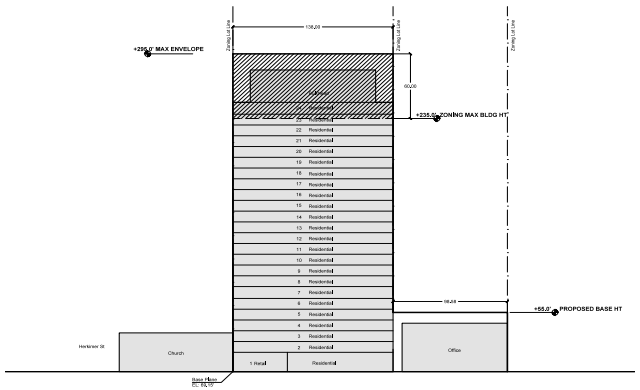
Drawing Title
Parcel 2 Illustrative Ground Floor Plan

Drawn by	
Checked by	
Date	May 1, 2025
Scale	1"=20'
Drawing Number	Z-031.00
Sheet Number	15 OF 32
Sheet Size	ARCH E1

Figure 8-7
Projected Development Site 1B Site Plan



1 Z-033 ZONING SECTION - VAN SINDEREN AVENUE, BUILDING B
SCALE: 1" = 40'-0"



2 Z-033 ZONING SECTION - HERKIMER STREET, BUILDING B
SCALE: 1" = 40'-0"

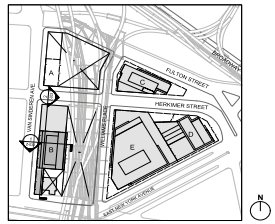
Legend

- Large Scale General Development
- Zoning Lot Line
- Zoning District Boundary
- Proposed Maximum Building Envelope
- Illustrative Building Line
- Out Parcel Boundary
- Block
- Office Access Point
- Commercial Access Point
- Residential Access Point
- Spot Elevation / Height (relative to NAVD88)
- Building Envelope Height
- Illustrative Building Height
- *heights relative to base plane
- Parking Access Point
- Loading Access (at loading berths)
- Traffic Direction
- Artwork Installation
- ADA Companion Seating
- Existing Fire Hydrant
- Proposed Curb Cut
- Existing Curb Cut (to maintained)
- Existing Street Light
- Existing Tree & Tree Pit
- Proposed Tree & Tree Pit
- Proposed Plants
- Street Sign
- Public Accessible Area Sign
- Bus Sign
- Planted Area
- Pavers
- Sidewalk
- Proposed Building Footprint
- Existing Building Footprint
- Waiver for height and setback pursuant to ZR 74-743 (a)(2).
- Waiver for required rear yard pursuant to ZR 74-743 (a)(2).
- Waiver for required min base height pursuant to ZR 74-743 (a)(2).
- Area proposed for retail and services use pursuant to ZR Section 74-161.

Notes

1. Elevations referenced to North American Vertical Datum of 1988 (NVD88) which is 1.095 feet above National Geodetic Survey Datum at Sandy Hook, New Jersey.
2. Graphic scale applicable to all non-dimensioned elements.
3. Buildings shown within maximum building envelopes are for illustrative purposes only and are subject to change.
4. Location of bulkheads are illustrative and subject to change.
5. Entrances to proposed buildings and interior partitions and arrangement of uses are illustrative and subject to change.
6. All uses shown are illustrative and subject to change.

Scale
0 15' 30' 90'



Key Plan
NTS

Architect
WXY
WXY architecture + urban design
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6	05/16/2025	Revised ULURP PLANS
7	08/21/2025	Revised ULURP PLANS

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Block 1555 Lot 1, 19
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Block 1577 Lot 1, 7, 17, 26, 32, 35, 51, 53, 56, 58

Client

Seal

Drawing Title
Parcel 2
Waiver Sections

Drawn by	
Checked by	
Date	August 21, 2025
Scale	1"=40'
Drawing Number	Z-033.00
Sheet Number	17 OF 32
Sheet Size	ARCH E1

Source: WXY architecture + urban design

maximum building height and 295' for the maximum bulkhead height. Under both the Proposed Development and the Alternate Community Facility Scenario, entrances to the proposed residential and non-residential (retail, commercial office, and light industrial) uses would be located on Van Sinderen Avenue.

Projected Development Site 1C

On Projected Development Site 1C, one new mixed-use building would be developed. As shown in **Figures 8-9** and **8-10**, the new building would rise to approximately 27 stories (300' maximum building height; 330' maximum bulkhead height) and contain approximately 274,638 gsf, including approximately 260,228 gsf of residential space (341 total DUs [85 affordable DUs pursuant to MIH Option 1 or 102 affordable DUs pursuant to MIH Option 2]), and 14,410 gsf of retail space.

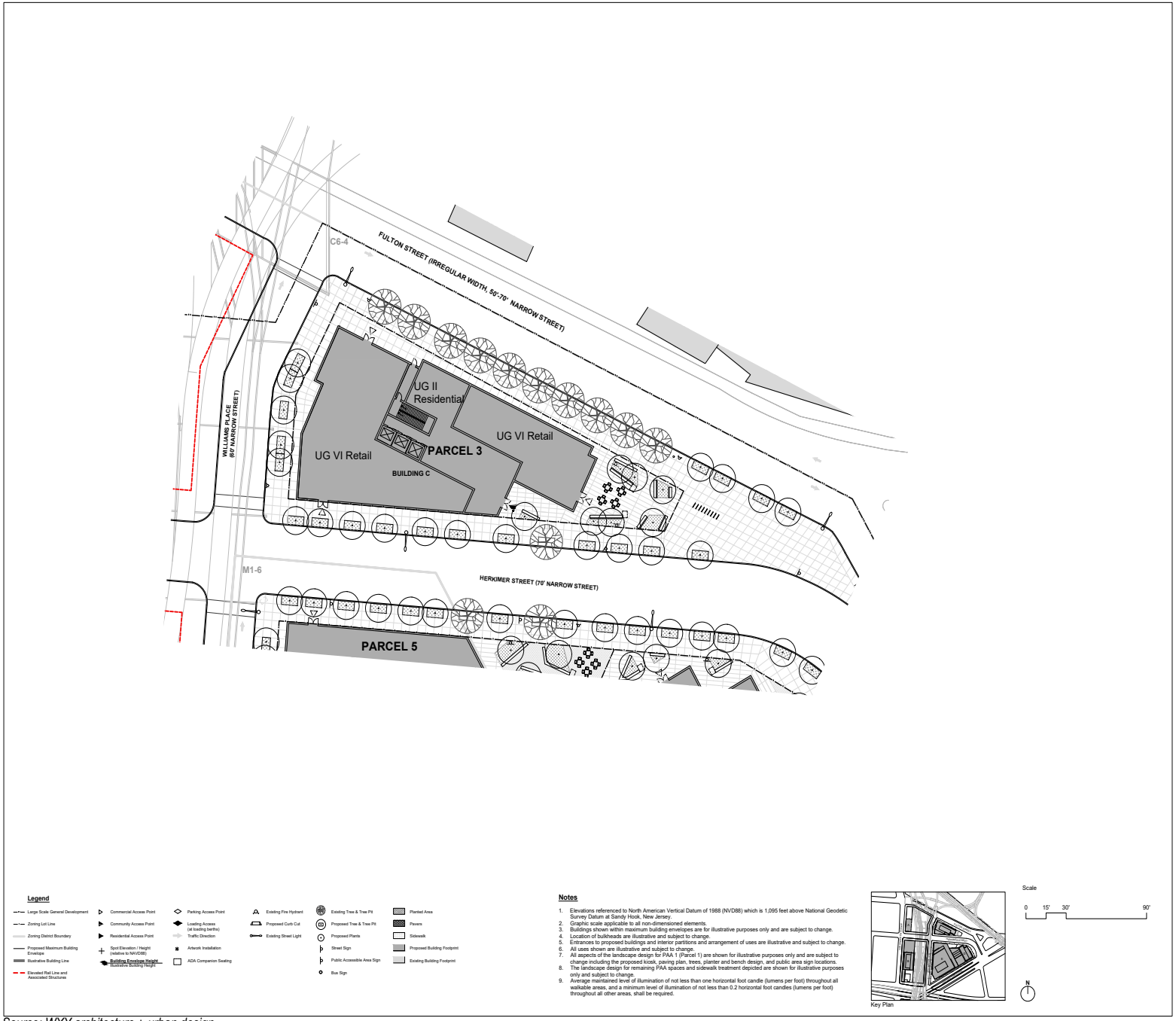
Under the Alternate Community Facility Scenario, the new building would rise to approximately 26 stories (300' maximum building height; 330' maximum bulkhead height) and contain approximately 268,136 gsf, including approximately 241,609 gsf of residential space (316 total DUs [79 affordable DUs pursuant to MIH Option 1 or 95 affordable DUs pursuant to MIH Option 2]), and 26,527 gsf of retail space.

Under both the Proposed Development and the Alternate Community Facility Scenario, the new building would be permitted to rise up to a base height of 55' at the street line, then setback at varying depths due to the triangular geometry of the site, and rise to a maximum building height of 300' and a maximum bulkhead height of 330'; while other portions would rise from grade to 300' (the maximum building height) without setback. Along Fulton Street, the new building would be slightly setback at-grade (ranging from 2'-5" to 5'-11" on one portion, and 10'-11" to 12'-2" on another portion) — allowing for a wider sidewalk along Fulton Street — and for articulation, a portion of the street wall would rise to a base height of 55', setback another five feet, then rise to the overall building and bulkhead heights of 300' and 330', respectively. Along Williams Place, the new building would have varied at-grade setbacks to accommodate a sidewalk widening (ranging from five feet to 11'-2") before reaching the 55' base height closer to Herkimer Street, or directly up to the maximum building height (300') closer to Fulton Street. Under both the Proposed Development and the Alternate Community Facility Scenario, entrances to the proposed residential uses would be located on Herkimer Street, while entrances to the proposed non-residential (retail) uses would be located on Herkimer Street, Williams Place, and Fulton Street. On Projected Development Site 1C, the proposed PAA space would measure approximately 4,190 sf under both the Proposed Development and the Alternate Community Facility Scenario.

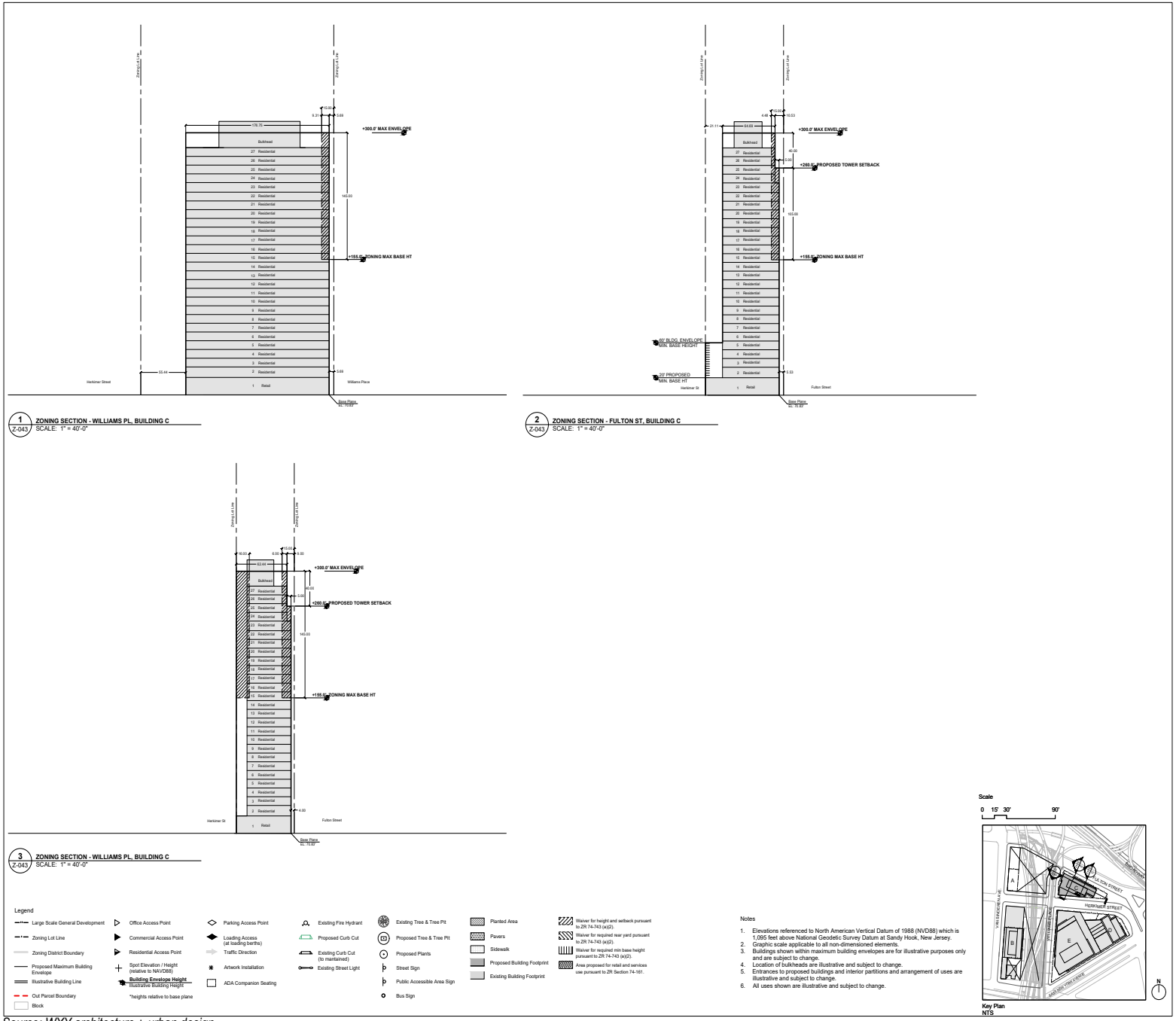
Projected Development Site 1D

On Projected Development Site 1D, the existing buildings and structures would be demolished and redeveloped with one new mixed-use building. As shown in **Figures 8-11** and **8-12**, the new building would rise to approximately 29 stories (350' maximum building height; 380' maximum bulkhead height) and contain approximately 329,460 gsf, including approximately 283,868 gsf of residential space (384 total DUs [96 affordable DUs pursuant to MIH Option 1 or 115 affordable DUs pursuant to MIH Option 2]), and 11,747 gsf of retail space.

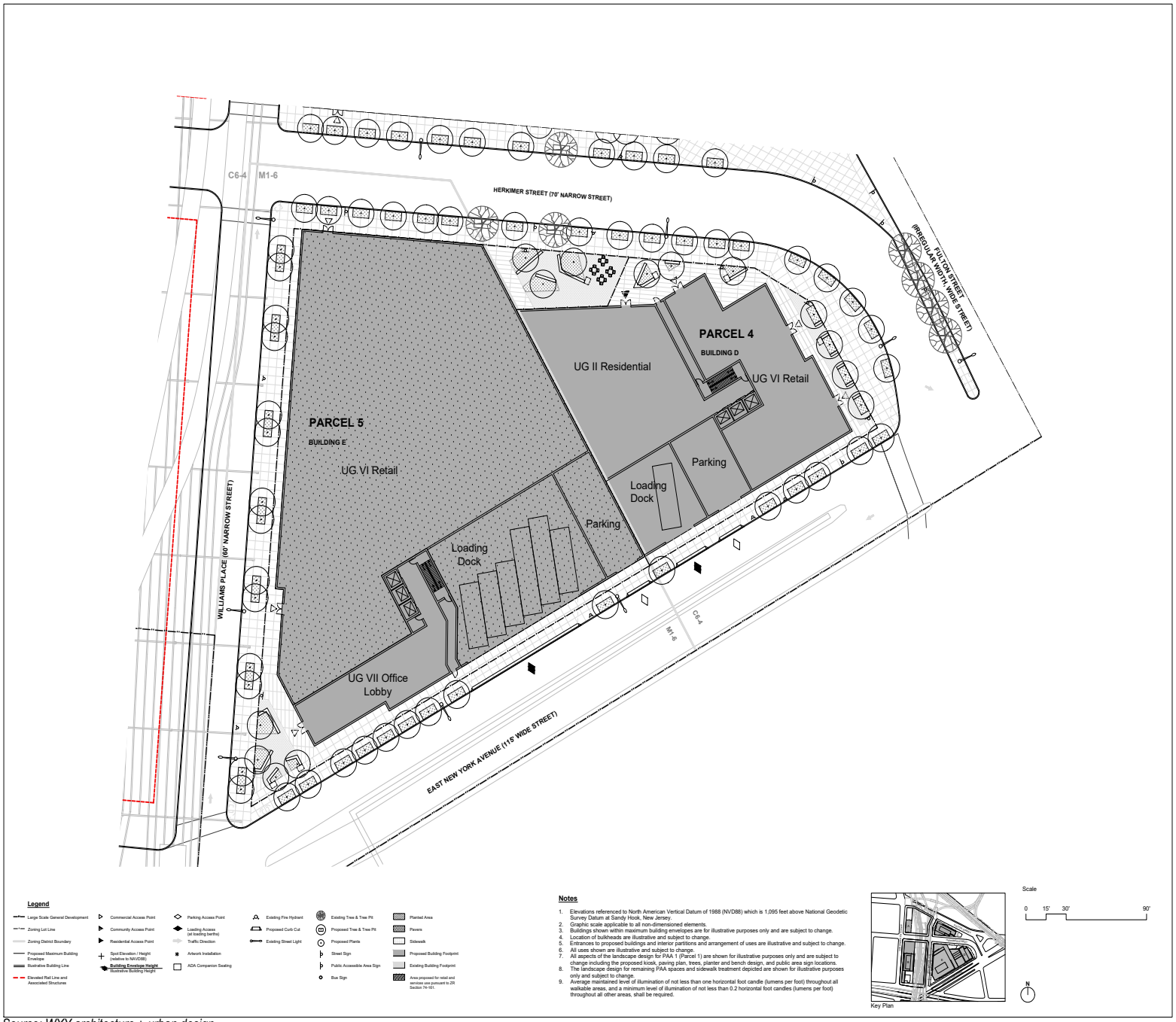
Under the Alternate Community Facility Scenario, the new building would rise to approximately 28 stories (350' maximum building height; 380' maximum bulkhead height) and contain approximately 343,678 gsf, including approximately 195,222 gsf of residential space (263 total DUs [66 affordable DUs pursuant to MIH Option 1 or 79 affordable DUs pursuant to MIH Option 2]), 22,896 gsf of retail space, and 91,706 gsf of community facility (academic university) space.



Source: WXY architecture + urban design

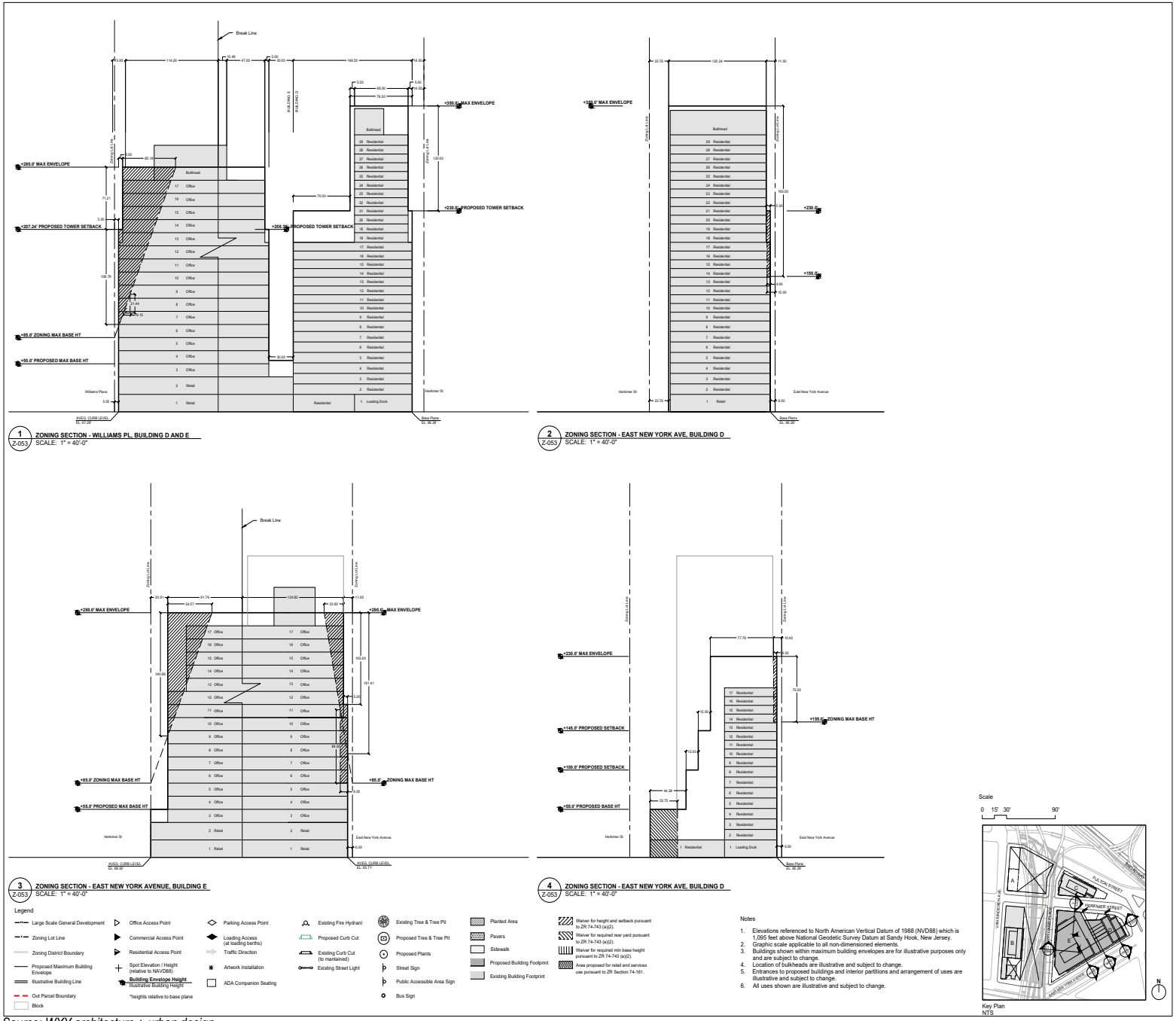


Source: WXY architecture + urban design



Source: WXY architecture + urban design

Figure 8-11
Projected Development Sites 1D and 1E Site Plan



Source: WXY architecture + urban design

Figure 8-12
Projected Development Sites 1D and 1E Zoning Sections

Under both the Proposed Development and the Alternate Community Facility Scenario, the new building would provide approximately 68 parking spaces in a below-grade garage accessed from East New York Avenue via a new, approximately 18-foot-wide curb cut, as well as one elective loading berth also accessed from East New York Avenue via a new, approximately 23-foot-wide curb cut.

Under both the Proposed Development and the Alternate Community Facility Scenario, the new building would be setback at-grade at various distances to accommodate the variety of sidewalk widening areas and PAA spaces, as well as to allow for façade articulation. Along East New York Avenue, the new building would be setback at-grade approximately six feet to provide a sidewalk widening, then rise to a height of 230'. On the western portion of Projected Development Site 1D, at a height of 230', the new building would then gradually step down as it moves away from East New York Avenue and towards Herkimer Street to a height of 55' where the new building would meet the PAA spaces. Conversely, at a height of 230', on the eastern portion of Projected Development Site 1D, the new building would setback an additional 5', then rise to a maximum building height of 350' and a maximum bulkhead height of 380', resulting in a tower-like form juxtaposed to the lower-scale building portion one the western portion of Projected Development Site 1D. Under both the Proposed Development and the Alternate Community Facility Scenario, entrances to the proposed residential and non-residential (retail and community facility) uses would be located along Herkimer Street. On Projected Development Site 1D, the proposed PAA space would measure approximately 3,689 sf under both the Proposed Development and the Alternate Community Facility Scenario.

Projected Development Site 1E

On Projected Development Site 1E, the existing buildings and structures would be demolished and redeveloped with one new mixed-use building. As shown in **Figures 8-11** and **8-12**, the new building would rise to approximately 17 stories (280' maximum building height; 320' maximum bulkhead height) and contain approximately 654,710 gsf, including approximately 426,766 gsf of commercial office space, 79,861 gsf of retail space, and 98,483 gsf of light industrial space. The new building would also include approximately 106 parking spaces to be in the two cellars of the new building, as well as six required loading berths. Building E's parking and loading would be accessed from East New York Avenue; the parking would be accessed via a new, approximately 18-foot-wide curb cut, while the loading berths would be accessed via a new, approximately 78-foot-wide curb cut. The development program for Projected Development Site 1E would be the same under both the Proposed Development and the Alternate Community Facility Scenario.

On Projected Development Site 1E, the new building would be primarily massed along Williams Place and East New York Avenue. The new building would be situated atop a two-story retail podium with a maximum base height of up to 55', followed by setbacks of various depths along Herkimer Street. Above the base height, the street wall frontages would be oriented towards Williams Place and East New York Avenue, setting back five feet and six feet at-grade from both streets, respectively — allowing for a widened sidewalk on both frontages. Street walls along Williams Place and East New York Avenue would rise up to 205' on both streets, followed by 5' setbacks, with a maximum building height of 280' and a maximum bulkhead height of 320'. As the new building approaches the intersection of Williams Place and East New York Avenue, the at-grade setback increases to accommodate PAA space, and the new building adjacent to the PAA space would rise from grade to the maximum building height of 280'. Entrances to the new building's non-residential (retail, commercial office, and light industrial) uses would be located along Williams Place and Herkimer Street. On Projected Development Site 1E, the proposed PAA space would measure approximately 7,297 sf under both the Proposed Development and the Alternate Community Facility Scenario.

Projected Development Site 2

On Projected Development Site 2, the existing building on Lot 9 would be demolished and redeveloped with one new mixed-use building. The new building would rise to approximately 15 stories (175'; 205' including bulkhead) and contain approximately 120,954 gsf, including approximately 95,469 gsf of residential space (124 total DUs [31 affordable DUs pursuant to MIH Option 1 or 37 affordable DUs pursuant to MIH Option 2]), 22,985 gsf of community facility (house of worship) space for Calvary Church, and 2,500 gsf of retail space. The development program for Projected Development Site 2 would be the same under both the Proposed Development and the Alternate Community Facility Scenario.

On Projected Development Site 2, the new building would be subject to the proposed C6-4 zoning district regulations and the proposed Zoning Text Amendment designating the primary study area as an MIH Area. The new building would rise to a maximum base height of 155', followed by setbacks of 20' along Van Sinderen Avenue and Herkimer Street, before reaching an overall building height of 175' and 205' including bulkhead. Entrances to the proposed residential and non-residential (retail) uses would be located on Herkimer Street, while entrances to the proposed non-residential (community facility [house of worship]) uses would be located on Van Sinderen Avenue.

Figure 8-13 provides an illustrative rendering of the four new buildings and the development option for a potential small retail kiosk on Projected Development Sites 1A through 1E under the LSGD Special Permit, as well as the new as-of-right building on Projected Development Site 2 that would not be included under the LSGD. As shown in **Figure 8-13** and described in **Chapter 1 "Project Description"** and **Chapter 6 "Shadows,"** for Projected Development Sites 1B through 1E under the LSGD Special Permit, the maximum permitted envelope is slightly larger than the space that would be occupied by either the Proposed Development or the Alternate Community Facility Scenario on these sites in order to allow for a modest amount of design flexibility. As the maximum development envelope is slightly larger than the Proposed Development or the Alternate Community Facility Scenario, the potential effects associated with the maximum development envelope are considered herein.

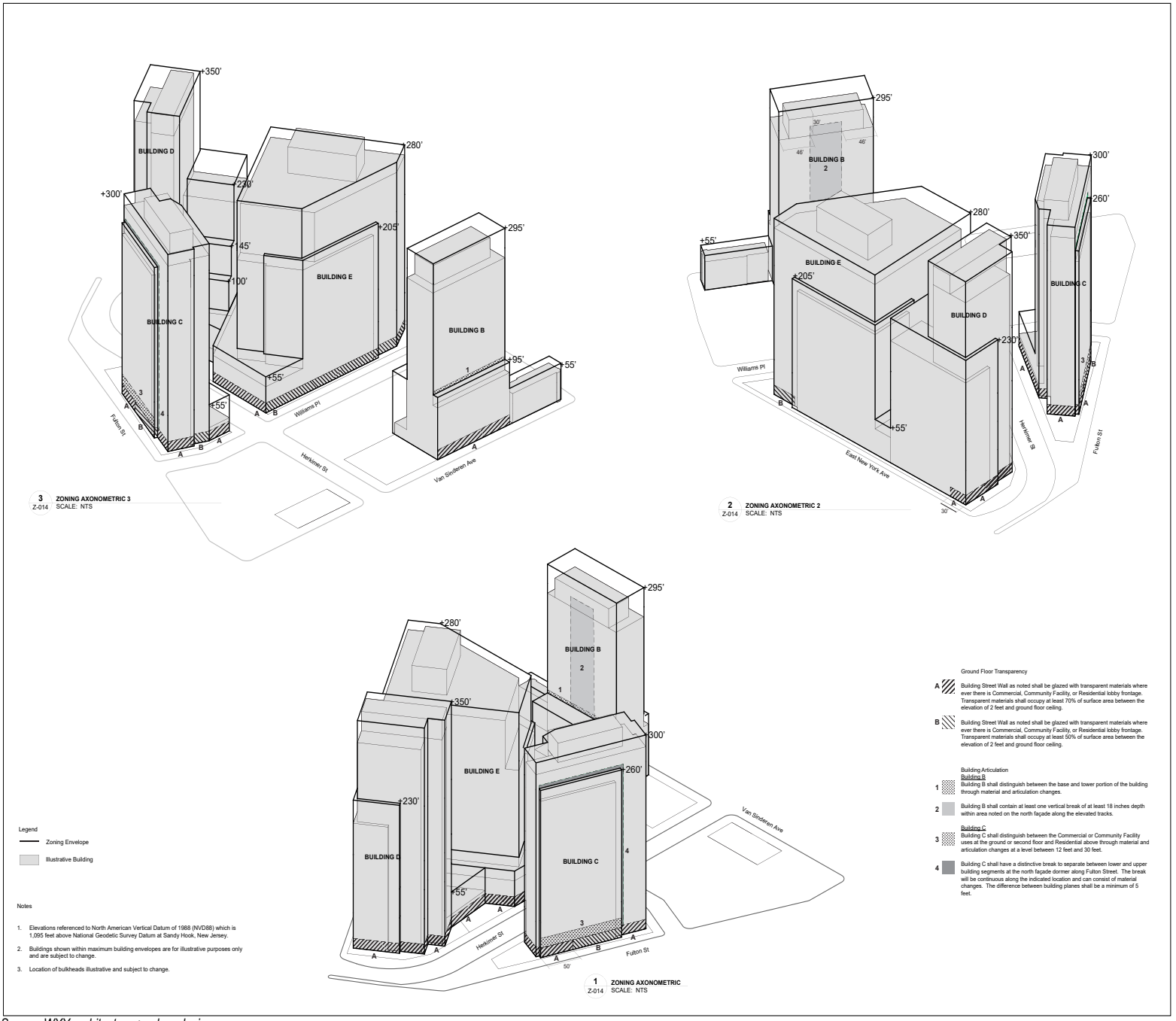
Figures 8-15 through **8-28** provide illustrative views of the primary study area comparing the No-Action and With-Action conditions. **Figure 8-14** provides a photo location map for the No-Action condition and With-Action condition comparison views. As shown in these figures, in comparison to the No-Action condition, the With-Action condition would introduce taller, larger, and denser buildings and alter the visual setting and pedestrian experience of the primary study area.

OPEN SPACE AND NATURAL FEATURES

In the With-Action condition, both the Proposed Development and Alternate Community Facility Scenario would introduce approximately 20,080 sf (approximately 0.46 acres) of PAA space in the primary study area. Refer to **Appendix A** for the proposed PAA space plans.

On Projected Development Site 1A, the proposed PAA space would measure approximately 4,904 sf and provide passive recreation space and amenities, inclusive of a pathway running diagonally from Van Sinderen Avenue to Herkimer Street, along with several planters, trees, seating options (i.e., bench seating with and without backs), PAA signage, and a small lawn on the northern portion of the site. Pursuant to the combination acquisition and site selection action, the City of New York (with DCAS anticipated to hold jurisdiction) would construct the PAA space using capital funds with the intent that the PAA space be designed such that it functions harmoniously with the adjacent future public plaza to the north.

On Projected Development Site 1C, the proposed PAA space would measure approximately 4,190 sf and



Source: WXY architecture + urban design

Figure 8-13

Projected Development Sites 1A-1E Axonometric Zoning Sections

consist of sidewalk widenings along Williams Place and Fulton Street, with more centralized meeting and gathering spaces along Herkimer Street and near the corner of Projected Development Site 1C towards the junction of Herkimer Street, Fulton Street, and East New York Avenue. The inclusion of sidewalk widenings would promote increased pedestrian usability and walkability along the site's frontages. The largest portion of the PAA space would contain several planters, seating options (i.e., bench seating with and without backs, movable tables/chairs, and wall seating), and PAA signage.

On Projected Development Site 1D, the proposed PAA space would measure approximately 3,689 sf and consist of pocket spaces along Herkimer Street as the street curves towards the junction of Fulton Street and East New York Avenue. The PAA space would line the curvature of Herkimer Street with amenities including planters, trees, various seating options (i.e., bench seating with and without backs, movable tables/chairs, and wall seating), and PAA signage.

On Projected Development Site 1E, the proposed PAA space would measure approximately 7,297 sf and consist of sidewalk widenings on Williams Place and East New York Avenue, a triangular meeting and gathering area at the corner of Williams Place and East New York Avenue, and a larger meeting and gathering space along the south side of Herkimer Street. The PAA space would contain amenities including planters, trees, various seating options (i.e., linear seating, bench seating with and without backs, movable tables/chairs, and wall seating), and PAA signage.

Additionally, as required through the ZR, both the Proposed Development and the Alternate Community Facility Scenario would involve the planting of approximately 76 new street trees along Fulton Street, Herkimer Street, East New York Avenue, Williams Place, and Van Sinderen Avenue in the primary study area. In the With-Action condition, the Applicant contemplates that approximately six new street trees would be planted adjacent to Projected Development Site 1A, approximately 11 new street trees would be planted adjacent to Projected Development Sites 1B and 2, approximately 15 new street trees would be planted adjacent to Projected Development Site 1C, approximately 17 new street trees would be planted adjacent to Projected Development Site 1D, and approximately 27 new street trees would be planted adjacent to Projected Development Site 1E.[6]

VISUAL RESOURCES

No changes to visual resources in the primary study area would occur because of the Proposed Actions. Visual resources in the primary study area include a view corridor of Callahan-Kelly Playground when looking northwest from the intersection of Fulton Street and Van Sinderen Avenue, and view corridors of Jewel Square when looking east from Fulton Street, Herkimer Street, and East New York Avenue.

Compared to the No-Action condition, the With-Action condition, under both the Proposed Development and the Alternate Community Facility Scenario, would result in the construction of taller, larger, and denser buildings on the projected development sites within the primary study area. However, the With-Action condition would not change or obstruct the view corridors of Callahan-Kelly Playground and Jewel Square, as these view corridors are limited to public streets and sidewalks, which would not be altered in the With-Action condition. The view corridor of Callahan-Kelly Playground – looking northwest from the intersection of Fulton Street and Van Sinderen Avenue in the primary study area – is located at the northernmost portion of the primary study area, where no new development would occur in the future with the Proposed Actions. The view corridors of Jewel Square – looking east from Fulton Street, Herkimer Street, and East New York Avenue in the primary study area – would remain and not be obstructed in the

[6] Please note that the proposed street tree counts may change based on subsurface and/or other real-world conditions encountered at the time of construction.

With-Action condition, as the With-Action condition would not change the configuration of the existing blocks or block forms in the primary study area, and the Proposed Actions would not change the arrangement, dimensions, orientation or apportionment of streets in the primary study area. Therefore, the visual resources would continue to exist and no changes to these visual resources would occur in the primary study area in the future with the Proposed Actions.

Secondary Study Area (Quarter-Mile Radius)

The Proposed Actions are site-specific to the primary study area and would not result in any changes to urban design or visual resources in the secondary study area. The secondary study area's visual resources – the S/NR-eligible East New York Bus Depot Shops and Garage, the S/NR-listed Cemetery of the Evergreens, the S/NR-~~undetermined~~ eligible Atlantic Avenue Station, Callahan-Kelly Playground, and Jewel Square – would remain unchanged from existing and No-Action conditions. View corridors of these various visual resources are generally limited to the streets and sidewalks that these resources are located on from within the secondary study area. The With-Action condition would not directly affect the pedestrian's experience of the view corridors of these visual resources in the secondary study area, as these resources would not be obstructed by both the Proposed Development and the Alternate Community Facility Scenario.

In the With-Action condition, views of these visual resources would not change in comparison to the future without the Proposed Actions. In the With-Action condition, the contexts and settings of the secondary study area's visual resources – the S/NR-eligible East New York Bus Depot Shops and Garage, the S/NR-listed Cemetery of the Evergreens, the S/NR-eligible~~undetermined~~ Atlantic Avenue Station, Callahan-Kelly Playground, and Jewel Square – would remain unchanged from existing and No-Action conditions. Although the With-Action condition would result in the construction of taller, larger, and denser buildings than the buildings that would occupy the projected development sites within the primary study area in the No-Action condition, the With-Action condition would not change views of the visual resources, nor would the With-Action condition alter the contexts and settings of these visual resources as views to these resources are generally limited to the streets and sidewalks these resources are located on. Further, these visual resources are located on different blocks than the primary study area and projected development sites, with intervening streets, buildings, and elevated MTA tracks obstructing views of the visual resources from the primary study area and projected development sites. Therefore, no changes to these visual resources would occur within the secondary study area in the With-Action condition.

Assessment

The Proposed Actions would not have a significant adverse impact related to urban design or visual resources. The Proposed Actions would facilitate new development that is not currently permitted as-of-right in the primary study area, which would create a notable change in the urban design character of the primary study area and surrounding secondary study area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience of the primary study area, would change considerably. However, this change would not constitute a significant adverse urban design impact as it would not negatively affect a pedestrian's experience of the primary study area. Rather, the new development facilitated by the Proposed Actions is expected to positively affect the urban design of the primary study area and improve the pedestrian experience in its vicinity and the surrounding secondary study area through the redevelopment of a largely inactive and underutilized site with mixed-use development containing active ground-floor uses.

As described above, absent the Proposed Actions, the primary study area would remain as under existing conditions, with low-rise, low-density buildings containing commercial, community facility, and industrial uses, many of which do not contain active ground-floor uses, creating imposing street walls along Williams Place and portions of East New York Avenue and Herkimer Street. Other portions of the primary study area would remain vacant or with auto-related uses, unenclosed vehicular parking, and storage lots, and transportation/utility uses surrounded by tall metal fencing and/or roll gates, usually with vehicular parking on the sidewalks, severely limiting pedestrian mobility in the area. In contrast, the Proposed Actions would facilitate the development of ground-floor retail and community facility uses and PAA space in the primary study area, reactivating the sidewalks of Fulton Street, East New York Avenue, Williams Place, Herkimer Street, and Van Sinderen Avenue. The Proposed Development and the Alternate Community Facility Scenario would also include the planting of additional street trees along these thoroughfares as required through the ZR, improving the pedestrian experience in and around the primary study area. Additionally, the proposed PAA space would further enhance the pedestrian experience of the primary study area by providing widened sidewalks within building street wall setbacks, approximately 15,176 sf of at-grade PAA space on Projected Development Sites 1C, 1D, and 1E, as well as the development of approximately 4,904 sf of at-grade PAA space on Projected Development Site 1A that would act as a gateway into the primary study area from the adjacent Callahan-Kelly Playground with passive recreation space and amenities.

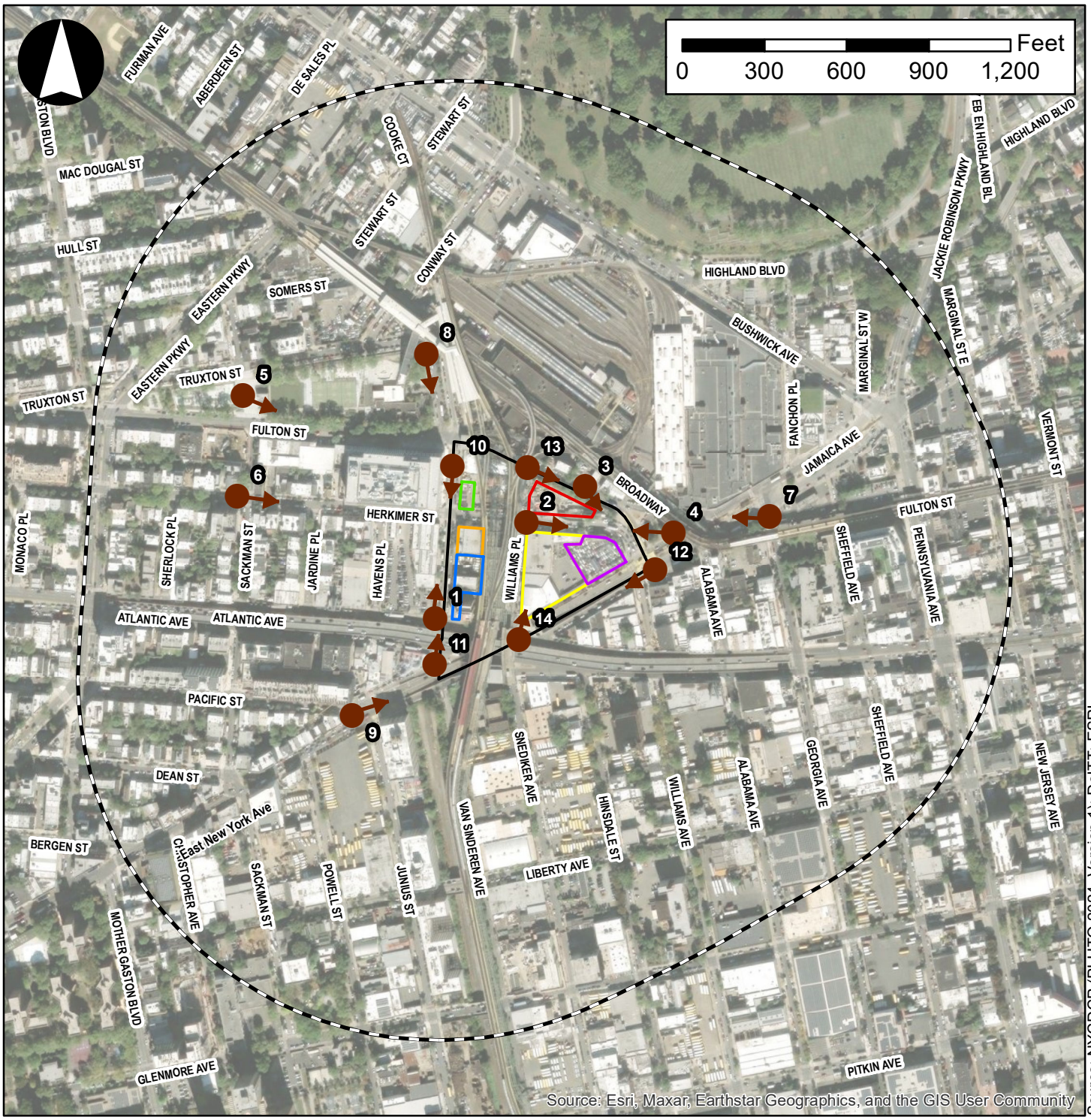
The LSGD Special Permit will be applicable to Projected Development Sites 1A through 1E within the primary study area and is proposed to distribute floor area across the LSGD and to modify rear yard and height and setback regulations. In total, the proposed height and setback waivers improve the LSGD's site plan and relationship between buildings and adjacent streets and surrounding development because these waivers allow for a more varied built form throughout Projected Development Sites 1A through 1E within the LSGD that draws attention to the prominent aspects of the Proposed Development and the Alternate Community Facility Scenario (e.g., the proposed PAA spaces and improved pedestrian experience on Herkimer Street east of Williams Place). The range of envelope variety would enhance the LSGD's unique and distinct context amongst its own buildings and the surrounding neighborhood character, supporting its establishment as a regional mixed-use hub adjacent to ample mass transit options, and thereby resulting in better urban design and better site planning for Projected Development Sites 1A through 1E within the primary study area. The increased density of both the Proposed Development and the Alternate Community Facility Scenario would be subject, with some design flexibility, to building envelope and open space controls in the LSGD Special Permit that is responsive to the neighborhood context and improves the pedestrian realm and ground-floor retail environment adjacent to the primary study area. The Proposed Development and the Alternate Community Facility Scenario would leverage the existing assets of full-block frontages on several wide streets and excellent mass transit access to better enhance and activate the primary study area.

The Proposed Development and the Alternate Community Facility Scenario would not obstruct any visual resources, including view corridors of visual resources, in the primary or secondary study areas, or otherwise adversely alter the context of visual resources in the primary or secondary study areas. Visual resources in the primary study area include a view corridor of Callahan-Kelly Playground when looking northwest from the intersection of Fulton Street and Van Sinderen Avenue, and view corridors of Jewel Square when looking east from Fulton Street, Herkimer Street, and East New York Avenue. As illustrated in **Figures 8-15** through **8-28**, the visual context of the primary study area would change as a result of the Proposed Actions, as the With-Action condition would represent a visible change to the perspective of a pedestrian adjacent to the primary study area. As shown in these figures, in comparison to the No-Action condition, the With-Action condition, under both the Proposed Development and the Alternate Community Facility Scenario, would result in the construction of taller, larger, and denser buildings on the

projected development sites within the primary study area. However, the With-Action condition would not change or obstruct the view corridors of Callahan-Kelly Playground and Jewel Square, as these view corridors are limited to public streets and sidewalks, which would not be altered in the With-Action condition. The view corridor of Callahan-Kelly Playground – looking northwest from the intersection of Fulton Street and Van Sinderen Avenue in the primary study area – is located at the northernmost portion of the primary study area, where no new development would occur in the future with the Proposed Actions. The view corridors of Jewel Square – looking east from Fulton Street, Herkimer Street, and East New York Avenue in the primary study area – would remain and not be obstructed in the With-Action condition, as the With-Action condition would not change the configuration of the existing blocks or block forms in the primary study area, and the Proposed Actions would not change the arrangement, dimensions, orientation or apportionment of streets in the primary study area. Therefore, the visual resources would continue to exist and no changes to these visual resources would occur in the primary study area in the future with the Proposed Actions.

The secondary study area's visual resources – the S/NR-eligible East New York Bus Depot Shops and Garage, the S/NR-listed Cemetery of the Evergreens, the S/NR-eligible~~undetermined~~ Atlantic Avenue Station, Callahan-Kelly Playground, and Jewel Square – would remain unchanged in the future with the Proposed Actions. View corridors of these various visual resources are generally limited to the streets and sidewalks that these resources are located on from within the secondary study area. The With-Action condition would not directly affect the pedestrian's experience of the view corridors of these visual resources in the secondary study area, as these resources would not be obstructed by both the Proposed Development and the Alternate Community Facility Scenario. In the With-Action condition, views of these visual resources would not change in comparison to the future without the Proposed Actions. In the With-Action condition, the contexts and settings of the secondary study area's visual resources – the S/NR-eligible East New York Bus Depot Shops and Garage, the S/NR-listed Cemetery of the Evergreens, the S/NR-eligible~~undetermined~~ Atlantic Avenue Station, Callahan-Kelly Playground, and Jewel Square – would remain unchanged from existing and No-Action conditions. Although the With-Action condition would result in the construction of taller, larger, and denser buildings than the buildings that would occupy the projected development sites within the primary study area in the No-Action condition, the With-Action condition would not change views of the visual resources, nor would the With-Action condition alter the contexts and settings of these visual resources as views to these resources are generally limited to the streets and sidewalks these resources are located on. Further, these visual resources are located on different blocks than the primary study area and projected development sites, with intervening streets, buildings, and elevated MTA tracks obstructing views of the visual resources from the primary study area and projected development sites. Moreover, as the Proposed Actions are site-specific, no significant adverse impact related to urban design or visual resources in the primary or secondary study areas would result. Therefore, no significant adverse impact related to urban design or visual resources in the primary or secondary study areas would result.

No-Action Condition and With-Action Condition Massing Comparison - Photo Indicator Map



Source: NYCDCP (PLUTO 2024, Version 1); DoITT; ESRI

Legend

- Primary Study Area (Project Area)
- Secondary Study Area (Quarter-Mile Radius)
- Projected Development Site 1A
- Projected Development Site 1B
- Projected Development Site 1C
- Projected Development Site 1D
- Projected Development Site 1E
- Projected Development Site 2
- 1 Massing Comparison View Locations

No-Action Condition and With-Action Condition Massing Comparison - View 1



1 - NO-ACTION CONDITION: VIEW FROM ATLANTIC AVENUE LOOKING NORTH ALONG VAN SINDEREN AVENUE.



1 - WITH-ACTION CONDITION: VIEW FROM ATLANTIC AVENUE LOOKING NORTH ALONG VAN SINDEREN AVENUE.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

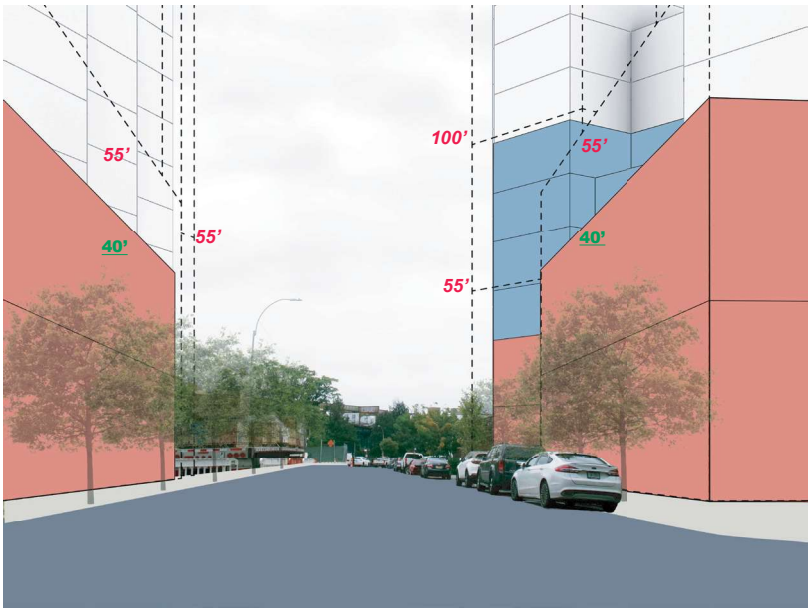
155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM AND BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 2



2 - NO-ACTION CONDITION: VIEW FROM WILLIAMS PLACE LOOKING EAST ALONG HERKIMER STREET.



2 - WITH-ACTION CONDITION: VIEW FROM WILLIAMS PLACE LOOKING EAST ALONG HERKIMER STREET.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

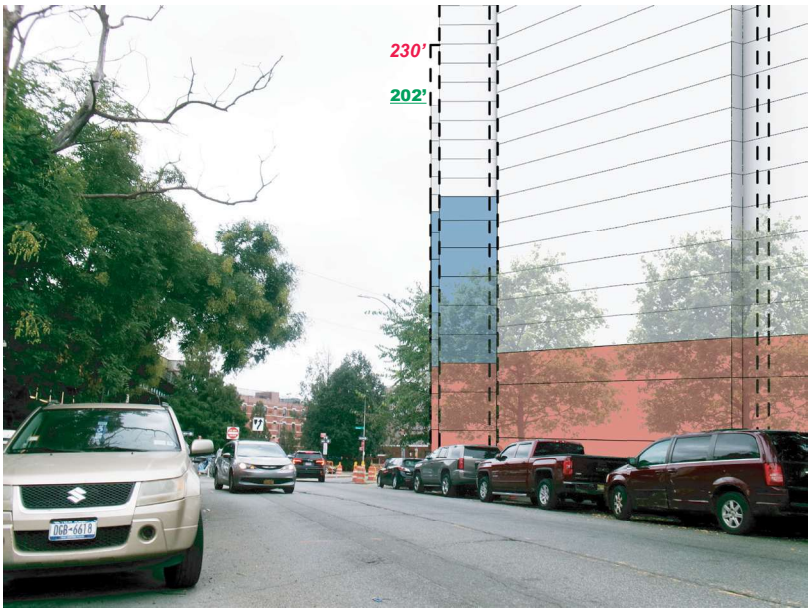
155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 3



3 - NO-ACTION CONDITION:
VIEW LOOKING EAST ALONG FULTON STREET.



3 - WITH-ACTION CONDITION:
VIEW LOOKING EAST ALONG FULTON STREET.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

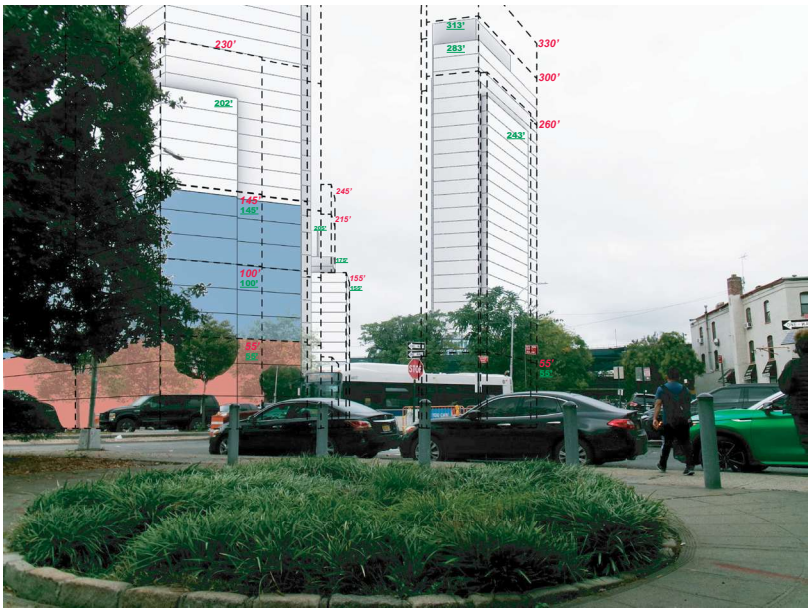
155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 4



4 - NO-ACTION CONDITION:
VIEW LOOKING WEST ALONG FULTON STREET
FROM JEWEL SQUARE.



4 - WITH-ACTION CONDITION:
VIEW LOOKING WEST ALONG FULTON STREET
FROM JEWEL SQUARE.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 5



5 - NO-ACTION CONDITION:
VIEW FROM CALLAHAN-KELLY PLAYGROUND
LOOKING EAST ALONG FULTON STREET.



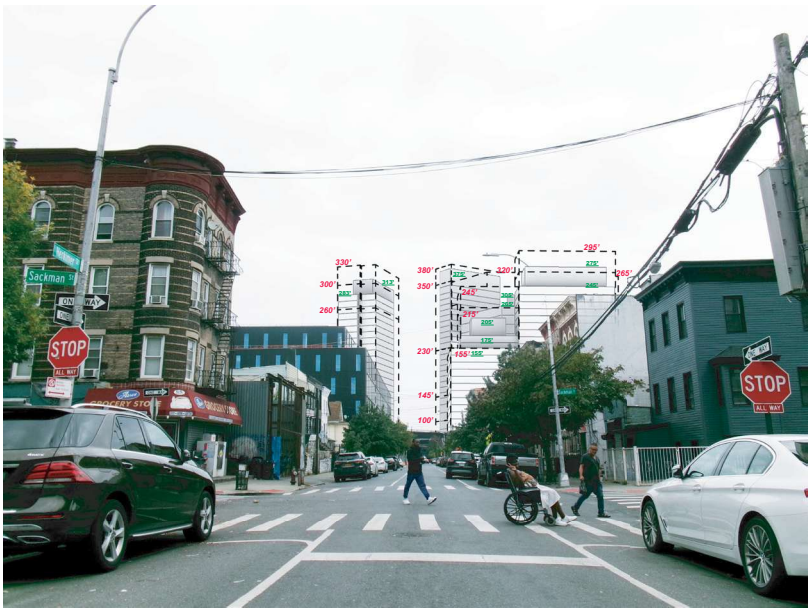
5 - WITH-ACTION CONDITION:
VIEW FROM CALLAHAN-KELLY PLAYGROUND
LOOKING EAST ALONG FULTON STREET.

- MAXIMUM PERMITTED ENVELOPE
- PROPOSED BUILDINGS
- 155' MAXIMUM PERMITTED ENVELOPE HEIGHT
- 155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 6



6 - NO-ACTION CONDITION:
VIEW FROM SACKMAN STREET LOOKING EAST ALONG HERKIMER STREET.



6 - WITH-ACTION CONDITION:
VIEW FROM SACKMAN STREET LOOKING EAST ALONG HERKIMER STREET.

- MAXIMUM PERMITTED ENVELOPE
- PROPOSED BUILDINGS
- 155' MAXIMUM PERMITTED ENVELOPE HEIGHT
- 155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 7



7 - NO-ACTION CONDITION:
VIEW LOOKING WEST ALONG JAMAICA AVENUE.



7 - WITH-ACTION CONDITION:
VIEW LOOKING WEST ALONG JAMAICA AVENUE.

- MAXIMUM PERMITTED ENVELOPE
- PROPOSED BUILDINGS
- *155'* MAXIMUM PERMITTED ENVELOPE HEIGHT
- 155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 8



8 - NO-ACTION CONDITION:
VIEW LOOKING SOUTH ALONG
VAN SINDEREN AVENUE.



8 - WITH-ACTION CONDITION:
VIEW LOOKING SOUTH ALONG
VAN SINDEREN AVENUE.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

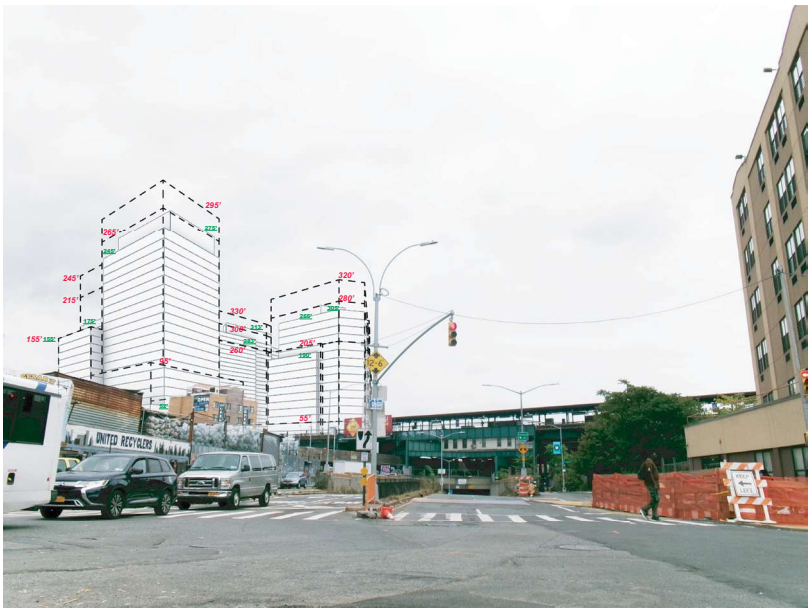
155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 9



9 - NO-ACTION CONDITION:
VIEW LOOKING NORTHEAST ALONG
EAST NEW YORK AVENUE.



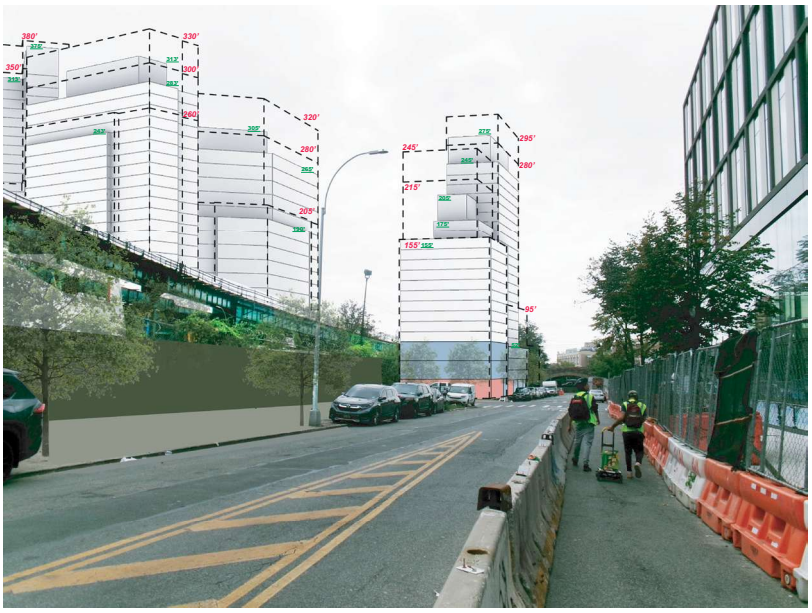
9 - WITH-ACTION CONDITION:
VIEW LOOKING NORTHEAST ALONG
EAST NEW YORK AVENUE.

- MAXIMUM PERMITTED ENVELOPE
- PROPOSED BUILDINGS
- 155' MAXIMUM PERMITTED ENVELOPE HEIGHT
- 155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 10



10 - NO-ACTION CONDITION:
VIEW FROM FULTON STREET LOOKING SOUTH ALONG VAN SINDEREN AVENUE.



10 - WITH-ACTION CONDITION:
VIEW FROM FULTON STREET LOOKING SOUTH ALONG VAN SINDEREN AVENUE.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

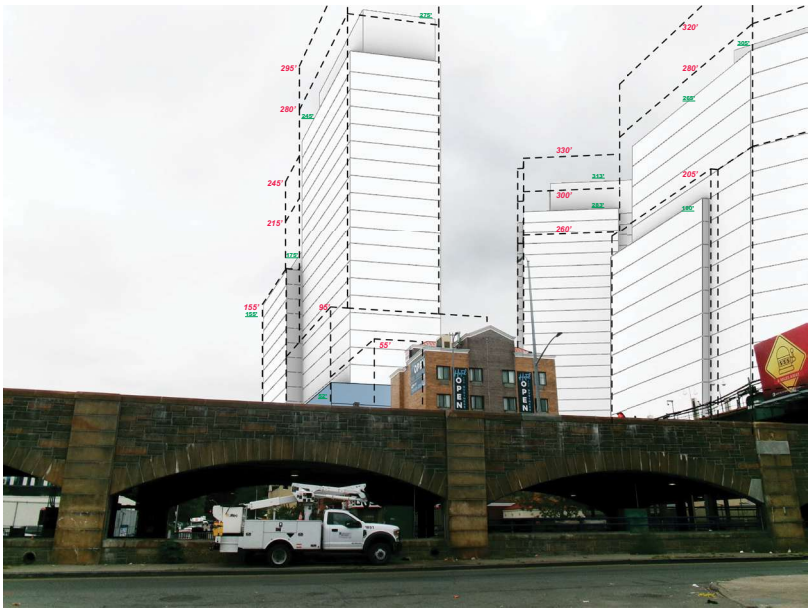
155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 11



11 - NO-ACTION CONDITION:
VIEW FROM ATLANTIC AVENUE
LOOKING NORTH.



11 - WITH-ACTION CONDITION:
VIEW FROM ATLANTIC AVENUE
LOOKING NORTH.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

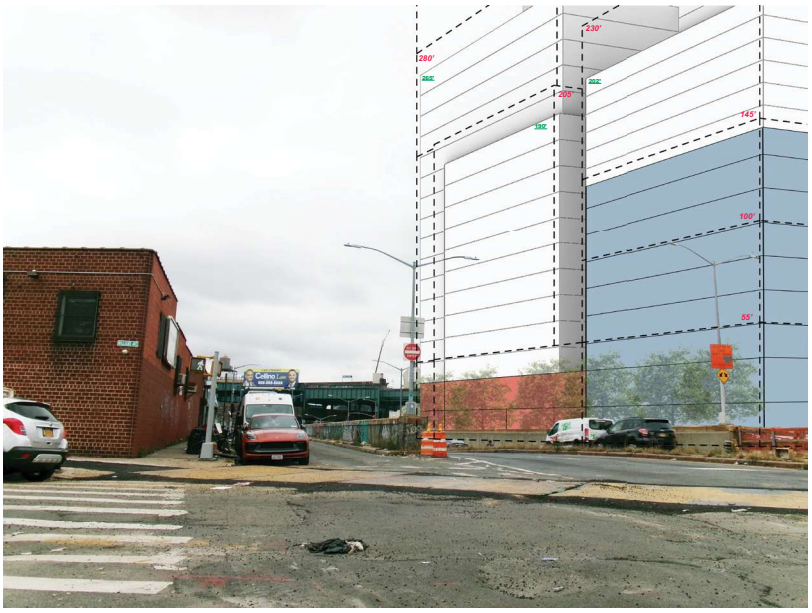
155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 12



12 - NO-ACTION CONDITION:
VIEW FROM WILLIAMS AVENUE LOOKING WEST ALONG EAST NEW YORK AVENUE.



12 - WITH-ACTION CONDITION:
VIEW FROM WILLIAMS AVENUE LOOKING WEST ALONG EAST NEW YORK AVENUE.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 13



13 - NO-ACTION CONDITION:
VIEW FROM WILLIAMS PLACE LOOKING EAST ALONG FULTON STREET.



13 - WITH-ACTION CONDITION:
VIEW FROM WILLIAMS PLACE LOOKING EAST ALONG FULTON STREET.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS

No-Action Condition and With-Action Condition Massing Comparison - View 14



13 - NO-ACTION CONDITION:
VIEW LOOKING NORTH FROM
INTERSECTION OF ATLANTIC AVENUE,
EAST NEW YORK AVENUE,
AND WILLIAMS PLACE.



13 - WITH-ACTION CONDITION:
VIEW LOOKING NORTH FROM
INTERSECTION OF ATLANTIC AVENUE,
EAST NEW YORK AVENUE,
AND WILLIAMS PLACE.

NON-RESIDENTIAL BASE: COMMERCIAL

NON-RESIDENTIAL BASE: COMMUNITY FACILITY

MAXIMUM PERMITTED ENVELOPE

PROPOSED BUILDINGS

155' MAXIMUM PERMITTED ENVELOPE HEIGHT

155' PROPOSED MAXIMUM OR BASE BUILDING HEIGHTS