7

Urban Design and Visual Resources

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

7.1 Introduction

As defined in the *2014 City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

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

As described in **Chapter 1**, "**Project Description**", the proposed development on Projected Development Site 1 would consist of two new buildings. The Suffolk Building would be a

310-foot-tall (340 feet with bulkhead) mixed-use building; the Norfolk Building would be a 165-foot-tall (195 feet with bulkhead) mixed-use community facility and residential building. Independent of the proposed development, the owner of the existing 5-story mixed-use building located on Lot 95 of the project block would develop 4,759 sf of commercial space on Projected Development Site 2. Because the proposed actions include a zoning map amendment and relief from the underlying maximum building height, minimum required distance between buildings, and setback requirements, an urban design and visual resources analysis is warranted.

7.2 Principal Conclusions

An analysis was conducted to assess whether the proposed developments would result in significant adverse impacts to urban design and visual resources within the study area. The proposed project would replace areas currently used for existing accessory parking and private open space with two new buildings of 16 and 30 stories on Projected Development Site 1 and would result in additional commercial space on Projected Development Site 2. However, the proposed project is not expected to result in significant adverse impacts to urban design and visual resources since the proposed project would not affect views to visual resources such as the Lower East Side Historic District. In addition, the proposed project would not affect the urban design of the surrounding street network, except by improving the streetscape by introducing new street trees along the Norfolk Street, Broome Street, and Suffolk Street frontages. The proposed project would also be designed and constructed with modern construction materials and architectural detailing and would be consistent with the Essex Crossing developments located across the street from the projected development sites.

It is expected that the proposed project would be a substantial improvement over the existing and No-Action urban design and visual resources conditions of Projected Development Site 1 since a portion of the site currently contains the remains of the BHH synagogue, and the other portion is currently used as private open space and underutilized accessory parking. The proposed project would incorporate active ground floor uses along the Norfolk Street and Suffolk Street frontages with community facility and residential lobby spaces at Projected Development Site 1 and new commercial space at Projected Development Site 2. This would activate and enliven the existing streetscape and improve the pedestrian experience along the street as compared to the No-Action and Existing Conditions, thereby improving overall urban design and visual resources conditions.

7.3 Methodology

In accordance with the *CEQR Technical Manual* guidelines, the following preliminary urban design and visual resources assessment considers a study area where the proposed action would be most likely to influence the built environment. The preliminary assessment focuses on those project elements that have the potential to alter the built environment, or urban design, which is collectively formed by the following components:

- **Street Pattern and Streetscape:** The arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements including sidewalks, plantings, street lights, curb cuts, and street furniture also contribute to an area's streetscape.
- **Buildings:** A building's size, shape, setbacks, pedestrian and vehicular entrances, lot coverage, and orientation to the street are important urban design components that define the appearance of the built environment.
- **Open Space:** Open space includes public and private areas that do not contain structures, including parks and other landscaped areas, cemeteries, and parking lots.
- **Natural Features:** Natural features include vegetation and geologic and aquatic features that are natural to the area.
- **View Corridors and Visual Resources:** Visual resources include significant natural or built features, including important view corridors, public parks, landmark structures or districts, or otherwise distinct buildings.

The following information is included in a preliminary assessment:

- A concise narrative of the existing project block, and conditions under the future No-Action and With-Action conditions;
- An aerial photograph of the study area and ground-level photographs of the site area with immediate context;
- Zoning and floor area calculations of the existing, future No-Action, and future With-Action Conditions;
- Lot and tower coverage, and building heights; and
- A three-dimensional representation of the future No-Action (if relevant) and With-Action Condition streetscape.

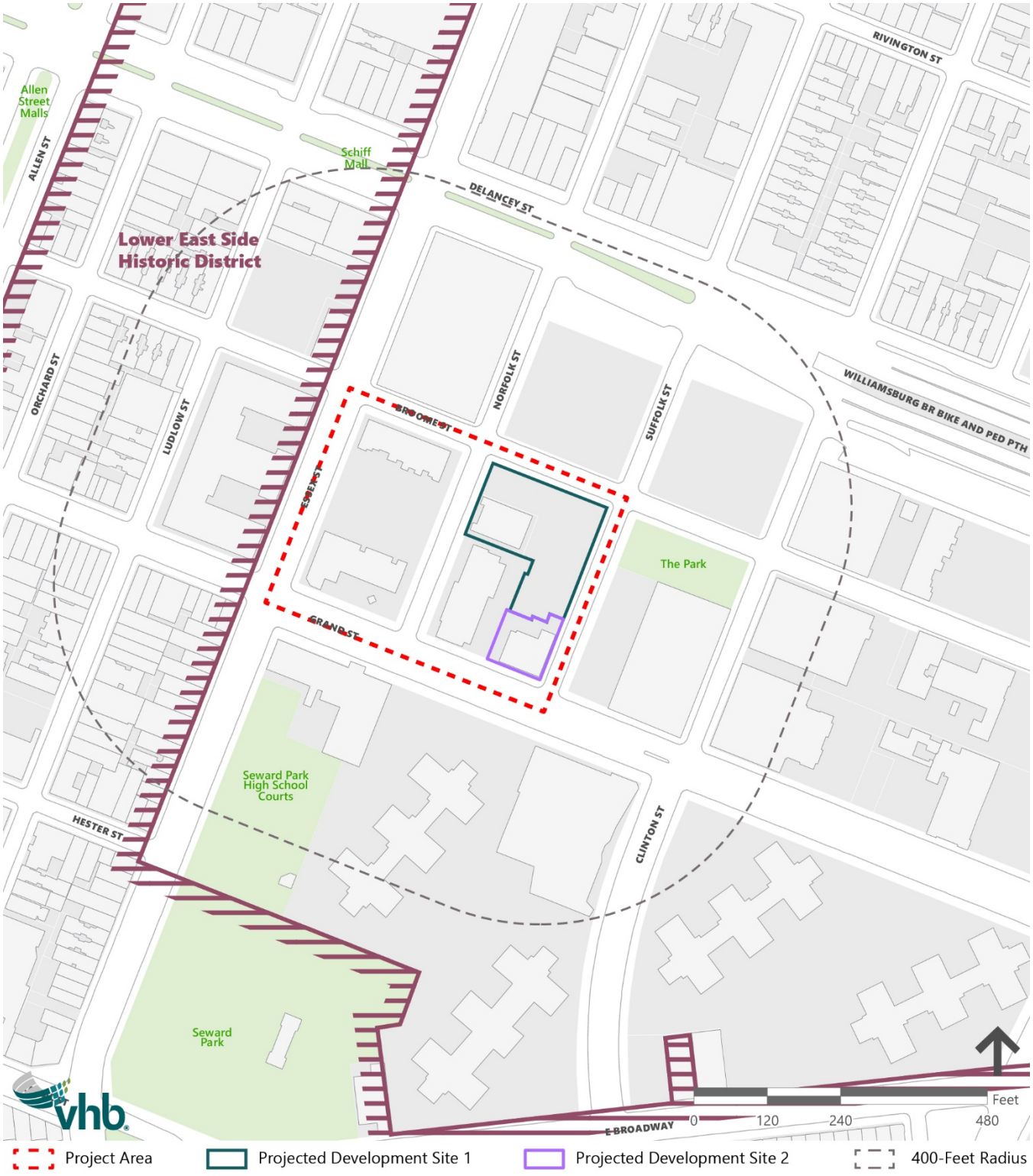
If the preliminary assessment determines that a change to the pedestrian experience is minimal and unlikely to disturb the vitality, walkability or the visual character of the area, then no further assessment is necessary. However, if it shows that changes to the pedestrian environment and/or visual resources are significant enough to require greater explanation and further study, then a detailed analysis may be appropriate.

The following preliminary urban design and visual resources assessment follows these guidelines and provides a characterization of existing conditions followed by a description of urban design and visual resources under the future No-Action and With-Action conditions, and an analysis determining the extent to which physical changes resulting from the proposed development would alter the pedestrian experience.

7.4 Study Area

The area within 400 feet of the project block is defined as the study area for this analysis; this is typically considered an appropriate radius for site-specific actions. As shown in **Figure 7-1**, the study area contains one historic district (S/NR-listed Lower East Side Historic District), two open space resources (The Park at Essex Crossing and Seward Park High School Courts), 30 buildings, and seven streets.

Figure 7-1 Urban Design and Visual Resources Study Area



7.5 Assessment

Existing Conditions

This section provides a narrative of the existing development on the project block and in the study area.

Project Block and Project Area

Project Block

The project block is improved with three existing buildings across four lots.

Projected Development Site 1, Lot 37 contains the remnants of the former Beth Hamedrash Hagodol (BHH) Synagogue (originally the Norfolk Street Baptist Church), an LPC-designated New York City Landmark. While some of the building's concrete façade and staircase near the Norfolk Street frontage remains today, the building is severely damaged and unusable. This building and its current condition are described in further detail in **Chapter 4**, "**Historic and Cultural Resources**."

Projected Development Site 1, Lot 75 is a vacant lot designated as accessory parking for the Hong Ning senior residence building located on Lot 1, although it is not currently used for this purpose. Access and egress to/from the lot is provided at the Norfolk Street frontage, near its intersection with Broome Street. The lot also includes impervious and vegetated areas that contain grass and trees; metal containers are currently located on the site. The southern and southeastern portions of this tax lot contain paved and landscaped areas. The paved areas contain fixed tables and chairs, elevated birdhouses, and bench seating. The landscaped areas include planting beds, tree pits, trees, and gravel-covered areas.

Projected Development Site 2, Lot 95, is improved with a 5-story, approximately 58-foot-tall residential building with ground floor commercial uses, including two eating and drinking establishments (a takeout restaurant and a bar/restaurant) and a florist. The residential lobby is accessed from the Grand Street frontage. The ground level of this building has floor to ceiling heights of approximately 15 feet, and the façade is improved with brick, windows, and ornamental wood and metallic trims; brick and windows are the principal façade materials used above the ground floor, except for metallic fire escapes that are currently painted white. The building has one street tree along its Suffolk Street frontage, while an MTA bus stop with a bus shelter is near the Grand Street frontage.

Lot 1, which is not part of Projected Development Site 1, is improved with a 14-story, 126-foot-tall residential building for seniors (Hong Ning) whose façade is comprised predominately of brick and windows. At the Norfolk Street frontage, the front setback is between 15-feet and 20-feet with a vegetated front yard and pedestrian walkway to the building. This front setback area includes an awning above the pedestrian entry and paved areas that provide pedestrian access to the building. Metallic and brick fencing surrounds vegetated areas to both the north and south of the pedestrian access point, and these areas contain trees, shrubs, and other vegetative ground cover. One access/egress door is provided along the Grand Street frontage that is limited to operational and emergency uses

only. A private open space is located at the eastern-most portions of the tax lot, and includes paved and vegetated areas, including bench seating, tree pits and trees. Access to this private open space occurs solely from the Hong Ning facility, as access from Grand Street is restricted by a metallic gate. Street trees are planted along both frontages of the Hong Ning building (six total).

The urban design elements of these four lots are described in **Table 7-1**:

Table 7-1 Urban Design Elements on the Project Block – Existing Conditions by Lot

Building Element	Lot 1	Lot 37	Lot 75	Lot 95
Stories	14	0	0	5
Approx. Base Height (ft)	126	0	0	58
Approx. Maximum Height (ft)	126	0	0	58
Approx. Streetwall Length (ft)	Norfolk St: 170 Grand St: 58	0	0	Grand St: ~70 Suffolk St: ~82
Front Setback (ft)	15	0	0	0
Lot Coverage (approx. %)	49	0	0	51
Zoning Floor Area	132,142	0	0	22,366
Ground Floor Use	Residential	Vacant	Private open space, accessory parking	Commercial (eating & drinking establishments and florist), residential lobby

Notes: Lot 37 contains remnants of former synagogue building that was damaged in May 2017 by fire

There are no existing publicly-accessible open spaces, natural features, visual resources, or view corridors through the project block.

Paved sidewalks approximately 10 feet or greater in width are provided along the street frontages of the affected area. The sidewalks at the Grand Street, Norfolk Street, and Suffolk Street frontages contain tree pits planted with street trees up to 15 inches in caliper.

Project Area

To the west and opposite Norfolk Street from the project block, the project area also contains the Seward Park Extension New York City Housing Authority (NYCHA) Houses. This block contains two buildings, the northern of which is a 23-story residential tower, and the southern of which is a one-story community center. Both buildings have brick façades and are built to the street. A brick wall along the street line where buildings are not present defines the boundary between the surrounding streets and the NYCHA property. Between the two buildings on this block is an open space containing landscaping, a playground, and paved areas.

Study Area

The study area contains two open space resources, one historic resource, portions of six streets, and approximately 30 buildings.

Street Network

Delancey Street is the principal thoroughfare through the area and is a heavily trafficked, bi-directional street that provides direct access on to the Williamsburg Bridge, which is a significant vehicular and pedestrian connection between Manhattan and Brooklyn. The street is mapped and built to a width of 150-feet in areas to the west of Norfolk Street, and 200-feet between Norfolk Street and the Williamsburg Bridge. Active retail uses are the predominant ground floor use along the north side of this street. On the south side of the street are two large, formerly vacant lots that are under construction as part of the Essex Crossing development. At the southeast corner of the intersection between Delancey Street and Essex Street, is a newly constructed residential building with ground floor commercial use (the new Essex Market). Pedestrian access is also available to the Delancey Street-Essex Street MTA subway station at the northeast corner of the intersection between Delancey Street and Norfolk Street.

Essex Street is a significant bi-directional north-south street mapped and built to a width of 80-feet within the study area. Active ground floor commercial uses are present on the west side of the street north of Broome Street. Seward Park Campus is a six-story educational facility located on the west side of Essex Street between Grand Street and Broome Street.

Grand Street is a bi-directional east-west street that, within the study area, is mapped and built to a width of 100-feet to the east of Essex Street, and 80-feet further west. Active ground floor commercial uses are provided on the south side of the street between Essex Street and Suffolk Street. A community facility and residential uses are present on the north side west of Suffolk Street. On the north side of its intersection with Clinton Street, retail establishments are present at both the northwest and northeast corners.

Broome Street is a local east-west oriented street with eastbound-only vehicular traffic. Two mixed-use developments (Essex Crossing Sites 1 and 2) are recently completed along the north side of Broome Street within the study area. Essex Crossing Site 3 and Site 4, located on the north side of Broome Street and immediately east of Norfolk Street, are currently under construction. Open space planned as part of Essex Crossing recently opened on the south side of Broome Street between Suffolk Street and Clinton Street on the northern portion of Essex Crossing Site 5 (The Park at Essex Crossing). On-going development on both sides of Broome Street have a streetwall height of up to 8 stories.

Norfolk Street is a local north-south oriented street mapped and built to a width of 50 feet that allows for northbound vehicular traffic only. The street's southern terminus is at Grand Street. The roadbed is currently temporarily narrowed to house construction materials and equipment adjacent to the on-going Essex Crossing construction and adjacent to the BHH remnants. A bike share station is also provided on the west side of Norfolk Street, just south of its intersection with Broome Street.

Suffolk Street is a local north-south oriented street also mapped and built to a width of 50 feet that allows for southbound vehicular traffic only. Like Norfolk Street, Suffolk Street also has a southern terminus at Grand Street.

Clinton Street is also a north-south oriented local street mapped and built to a width of 50-feet. Clinton Street allows for both northbound-only vehicular traffic, but also contains an

on-street, bi-directional bicycle path. Unlike Norfolk Street and Suffolk Street, Clinton Street does not terminate at Grand Street and continues further south outside of the study area. Within the study area, commercial and open space uses are present along the western edge of Clinton Street at the ground level south of Broome Street. Commercial uses are present along the eastern edges of Clinton Street north of Grand Street.

Buildings

The study area contains a mix of buildings that were built in varying time periods and styles. Areas in some of the south portions of the study area were developed as a "tower in the park" concept with larger front setbacks and lower lot coverages, while newer buildings tend to be developed up to the streetline with high lot coverage. A summary of the buildings within the study area is provided in **Table 7-2** below:

Table 7-2 Urban Design Elements in Study Area – Existing Conditions

Building Element	
Number of Buildings	30
Stories	2-26
Building Height Range (ft)	10 - 285
Average Building Height (ft):	88.3
Number of tax lots with less than 6 stories	22
Number of tax lots with 6 to 12 stories	0
Number of tax lots with greater than 12 stories	9
Streetwall Conditions	Varies: generally continuous adjacent to new construction, front setbacks present in older buildings
Lot Coverage	Varies: very high lot coverage in new buildings, lower in older buildings.

Notes:
Tax lot data based on information provided in MapPLUTO17v1.1 published by NYC DCP
Building height per the NYC Planimetric Database published by NYC DOITT (2016)

Open Space and Natural Features

The Park (at Essex Crossing) and Seward Park High School Courts are the only open space resources within the study area.

The Park is a 15,000-sf open space on the south side of Broome Street between Suffolk Street and Clinton Street. The Park is predominately paved with bench and movable seating areas, a playground, and vegetation. As noted on West 8 Urban Design and Landscape Architecture's webpage describing The Park, "the design for the Park at Essex Crossing provides a refined, shaded oasis in the heart of Manhattan's Lower East Side."

Seward Park High School Courts is an approximately 1-acre paved open space operated by the NYC Department of Education that has basketball courts, handball courts, a track, tennis courts, and bench seating.

Project Block and Study Area Photographs

Field surveys were conducted on May 9, 2018 and June 5, 2019 to document existing conditions in the study area. Photographs representative of the existing conditions on the project block are provided in **Photo 7-1** through **Photo 7-8**, while photographs representative of existing conditions in the study area are provided in **Photo 7-9** through **Photo 7-30**. **Figure 7-2** provides a key map that shows the location and viewing direction from which each photograph was captured.

Figure 7-2 Photo Key Map



Photo 7-1



The remnants of BHH synagogue, as seen from the southwest corner of Broome St/Norfolk St.

Photo 7-2



View south along Suffolk St from the northwest corner of its intersection with Broome St.

Photo 7-3



View north towards Lot 95 from southeast corner of Grand St/ Suffolk St.

Photo 7-4



View north along Suffolk St from the northeast corner of its intersection with Grand St.

Photo 7-5



View west from Suffolk St across paved and vegetated areas of Lot 75 towards rear of Hong Ning.

Photo 7-6



View south from Broome St towards BHH remnants and Hong Ning building.

Photo 7-7



View south from Delancey St near its intersection with Norfolk St towards the Affected Area.

Photo 7-8



View east along Grand Street from near its intersection with Essex St towards the Hong Ning building.

Photo 7-9



View northwest from southeast corner of Essex St/ Broome St. Essex Crossing Site 1 is shown in the background.

Photo 7-10



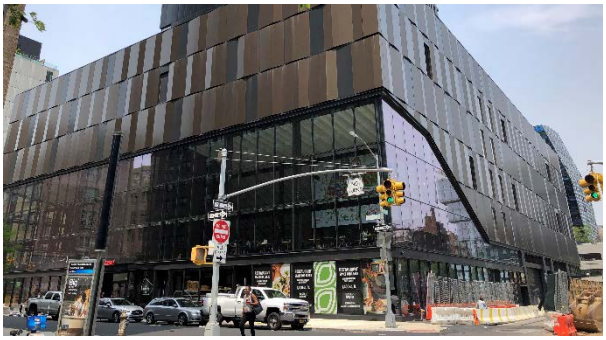
View southeast from southeast corner of Essex St/ Broome St towards Seward Park Campus.

Photo 7-11



View south along Essex St from northwest corner of its intersection with Broome St.

Photo 7-12



View north along Norfolk St from its intersection with Broome St. Essex Crossing Site 2 is shown in foreground.

Photo 7-13



View east along Broome St from Norfolk St/Broome St. Essex Crossing Site 3 is shown center left. Essex Crossing Site 4 is shown center right.

Photo 7-14



View northwest from southwest corner of Broome St/Suffolk St. Essex Crossing Site 2 is shown center. Essex Crossing Site 3, under construction, is shown right.

Photo 7-15



View north from Clinton St/ Broome St southwest corner. Essex Crossing Site 6 is shown on right.

Photo 7-16



View south from Clinton St/ Broome St southeast corner. Essex Crossing Site 5 is shown on right.

Photo 7-17



Essex Crossing Site 5, as seen from southeast corner of Grand St/ Clinton St. The building is completed.

Photo 7-18



View northeast from southwest corner of Grand St/ Clinton St. A one-story active retail use is present on the northeast corner.

Photo 7-19



View south along Clinton St from its southwest corner at Grand St. There are active ground floor retail uses at this location.

Photo 7-20



View west along Grand St from its southwest corner at Clinton St. There are active ground floor retail uses in this location.

Photo 7-21



View southwest from Grand St near its intersection with Suffolk St. The setback creates a "Tower in the Park" setting.

Photo 7-22



View northeast towards Essex Crossing Site 5 from the southwest corner of Grand St/ Suffolk St.

Photo 7-23



View east along Grand St from its intersection with Essex St. "Tower in the Park" developments are shown south of Grand St.

Photo 7-24



View north along Essex St from its intersection with Grand St. Seward Park Extension NYCHA is a 23-story development within the project area.

Photo 7-25



View south along Essex Street from its intersection with Grand St, where a predominately 6-story eastern streetwall is present.

Photo 7-26



View southeast from Essex Street of the Seward Park High School Courts, which has basketball and tennis courts.

Photo 7-27



View northeast from Essex St to the entry to the Seward Park High School Courts. The track and handball courts are shown.

Photo 7-28



View east of the The Park, as seen from Suffolk St near its intersection with Broome St. The Park opened to the public in June 2019.

Photo 7-29



View east along Broome Street across Essex St towards the Affected Area. Essex Crossing Site 1 is shown on the left across Essex St.

Photo 7-30



View north along Norfolk St from Delancey St. Façades on newer buildings are predominately glass.

Visual Resources

The study area contains the Lower East Side Historic District, a S/NR-listed historic district with significance in architecture, ethnic heritage, social history, commerce, religion, and historic archeology. Portions of the historic district are located near the western edge of the study area. This visual resource is discussed in greater detail in **Chapter 4**, "**Historic and Cultural Resources**".

No-Action Condition

Absent the proposed project, the existing conditions within the project block would continue. The BHH synagogue remnants, Hong Ning senior housing building, and mixed-use building would remain.

Within the study area, development that is currently underway on Essex Crossing Sites 1, 2, 3, 4, 5, and 6 will be complete and fully occupied by the analysis year, transforming what were once long-standing surface parking lots into new mixed-use developments. The urban design provisions for these sites were developed through extensive public outreach conducted as part of the Seward Park Mixed Use Development. Key urban design and open space planning goals included: maintaining street walls; incorporating a 15,000 sf open space; providing community space and new space for Essex Street Market and the Market Line (a below-grade retail and incubator space); developing new community retail; landscape improvements to plazas adjacent to Sites 3 and 4; public access to mezzanine gardens along Broome Street; and creating vibrant street life and allowing for Delancey Street, Essex Street, and Broome Street to become active retail corridors[1].

The development program for each of these No-Action developments is described in **Table 7-3** and in **Figure 7-3**.

[1] Outreach materials are provided on the New York City Economic Development Corporation website: https://www.nycedc.com/projects/seward-park-community-involvement

Table 7-3 No-Action Conditions within Essex Crossing

Site	Lot Area (sf)	Building GSF	% Lot Coverage	Max. Base Height (ft)	Max. Building Height (ft)[1]	Stories	Ground Floor Use[2]
1	21,996	180,348	48.0	64'00"	181'00"	14	Comm., CF, Res.
2	43,140	489,689	95.4	82'07"	315'00"	26	Comm., Res.
3	40,776	346,485	99.1	83'00"	190'00"	15	Comm., Res.
4	40,627	426,753	93.0	74'01"	290'00"	25	Comm., Res.
5[3]	60,568	283,178	37.0	80'00"	186'00"	15	Comm., Res.
6	21,344	177,950	94.8	63'10"	183'08"	14	Comm., CF, Res.

Notes:
[1] Includes bulkhead. If the bulkhead height was not noted on ZD1 diagrams, a 30-ft bulkhead height is assumed, the max. permitted.
[2] Comm. = "Commercial"; CF = "Community Facility", and Res.= "Residential".

Sources:
ZD1 diagrams published on the NYCDOB Building Information System, accessed 11 May 2018.
Seward Park Mixed Use Development ULURP Application (https://www.nycedc.com/projects/seward-park-uniform-land-use-review-procedure), accessed 11 May 2018.

Figure 7-3 Essex Crossing No-Action Developments in the Study Area



In terms of urban design, the No-Action developments within the study area will:

- Develop sites that are part of the approved Essex Crossing development. These developments will be constructed with modern materials and architectural details that will overall improve the visual variety and attractiveness of the area;
- Be relatively high in lot coverage and will mostly be built at or near the street line;
- Contain active ground floor uses such as retail (including Essex Street Market within Essex Crossing), office, community facility and residential lobby spaces;
- Have base heights between 64 feet and 85 feet, before a setback for mid-rise and tower building portions;
- Have maximum building heights up to 315 feet and up to 26 stories;
- Provide an approximately 85-foot-tall streetwall along Broome Street, in accordance with the planning goals of the Seward Park Mixed-Use Development;
- Have tower portions predominately oriented parallel to the north-south streets through the area;

Figure 7-4 and **Figure 7-5** show surrounding building heights and FAR within the study area under the No-Action condition. In addition to the development described above, The Park is located on the northern portion of Essex Crossing Site 5 and is a 15,000-sf open space open to the public. This park includes new trees, seating, and an active recreation area. A portion of Grand Street Guild, a 15-story building that will contain 480 affordable units, will also be developed in the study area at the corner of Clinton Street and Broome Street.

Figure 7-4 No-Action Condition Building Heights within Study Area

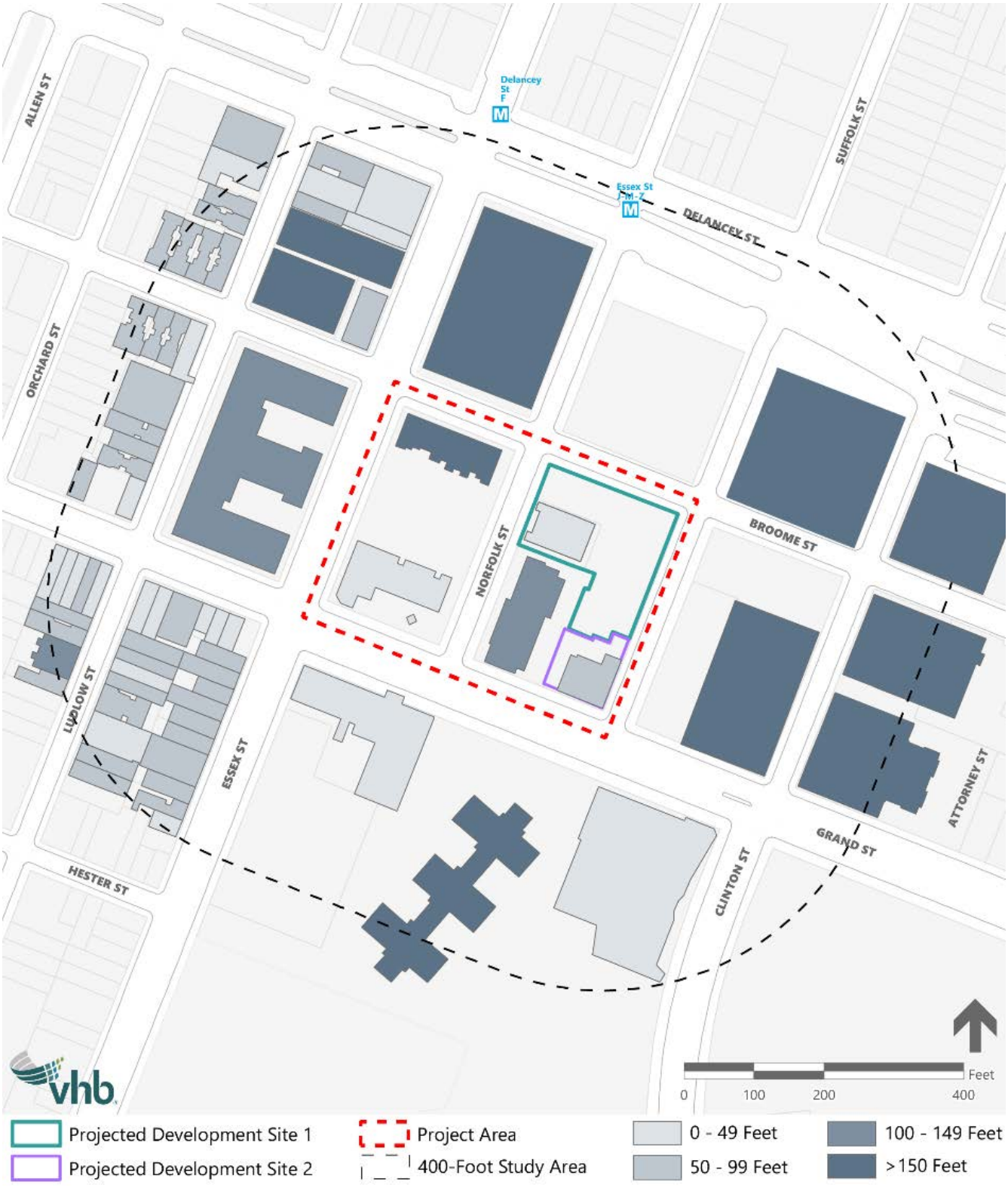


Figure 7-5 No-Action Condition Building Density within the Study Area



With-Action Condition

In the With-Action condition, two new buildings would be developed on Projected Development Site 1, including a mixed residential, retail, and community facility building, and a mixed residential and community facility building. The new buildings would replace the surface accessory parking lot and would incorporate the BHH remnants. The Hong Ning building on Lot 1 would remain as in existing conditions, while on Projected Development Site 2, approximately 4,759 sf of ground floor commercial use would be developed along the Grand Street and Suffolk Street frontages. The With-Action condition by building is summarized in **Figure 7-3** (see above) and in **Table 7-4**.

Table 7-4 With-Action Floor Area by Building

	Residential			Commercial			Community Facility			Total		
Building	**GSF**	**ZSF**	**FAR**	**GSF**	**ZSF**	**FAR**	**GSF**	**ZSF**	**FAR**	**GSF**	**ZSF**	**FAR**
Suffolk	316,421	276,880	4.57	18,788	8,932	0.15	40,222	39,019	0.64	375,431	324,831	5.37
Norfolk	82,923	72,530	1.20	-	-	0.00	3,788	3,693	0.06	86,711	76,224	1.26
Hong Ning	132,963	132,142	2.18	-	-	0.00	-	-	0.00	132,963	132,142	2.18
384 Grand	18,248	18,248	0.30	8,877	8,877	0.14	-	-	0.00	27,125	27,125	0.45
Total	**550,555**	**99,800**	**8.26**	**27,665**	**17,809**	**0.29**	**44,010**	**42,712**	**0.71**	**617,471**	**555,562**	**9.26**

Like the No-Action buildings currently under construction within the study area, the proposed buildings would be designed and constructed with modern materials and architectural detailing. The proposed buildings would be built to the street line and provide active uses, including retail, community facility space, and residential lobbies, at the ground floor. The proposed project would increase the lot coverage of Projected Development Site 1, and combined with the proposed street wall conditions, would activate the immediately surrounding area. Overall, the proposed development would represent an improvement over the existing and No-Action urban design conditions at Projected Development Site 1.

Suffolk Building

The proposed Suffolk Building would have a street wall height of 85 feet at the Broome Street frontage before the building would be set back 15 feet and rise to a maximum height of 310 feet (excluding the bulkhead). Along the Suffolk Street frontage, the building would have an 85-foot-tall street wall at the street line within 67 feet of Broome Street, and, beyond 67 feet of Broome Street, the street wall would be at the street line and to a height of 48 feet before a 10-foot setback. The building would have a maximum height of 340 feet (310 feet plus a bulkhead zone of up to 30 feet) and 375,431 gsf of floor area totaling 5.4 FAR across 30-stories. The building would partially be built in the area of the existing open space at the rear of Hong Ning building, and have a footprint of 19,943 sf.

Retail uses would be provided along the entirety of the Broome Street frontage and wrap around to portions of the Norfolk Street and Suffolk Street frontages. Community facility space would be located across the entirety of floors two and three and would be accessed

by a ground floor lobby at the Suffolk Street frontage. Residential uses would occupy floors four through 30 and include residential units and amenity spaces.

Norfolk Building

The proposed Norfolk Building would be developed in the area of the BHH remnants. BHH remnants are expected to be enclosed within the ground floor, with predominantly glazed frontage so that views of the BHH remnants are retained from Norfolk Street. Residential use would be built above. The building would rise at the Norfolk Street frontage from the ground level to a height of 125 feet before being set back 15 feet and rising an additional 40 feet to a height of 165 feet; the building would have a maximum height of 195 feet including a bulkhead of up to 30 feet. The Norfolk Building would have a total of 16 stories and be adjacent to the Suffolk Building. A residential lobby would provide access to residences on floors two through 16, and this lobby would be located near the northern-most portion of the building at the Norfolk Street frontage. The building would have a total footprint of 5,305 sf.

Projected Development Site 2

Under the proposed actions, approximately 4,759 gsf of commercial use would be developed on Projected Development Site 2. This expansion would extend the Grand Street and Suffolk Street streetwalls along the entire street frontage of Lot 95 and create additional active ground floor uses on this Lot. There would be no side yards, and the building coverage would be 100 percent of the lot area. Streetwall heights of 15 feet would occur along both front lot lines, and an approximately 600 sf portion of the addition located at the northwest corner of Projected Development Site 2 would have a roof height up 30 feet. Including the commercial space, Projected Development Site 2 would have a footprint of 4,061 sf.

Other Site Improvements

The existing private open space at the rear of the Hong Ning building, which extends up to the Suffolk Street frontage, would be reconfigured to accommodate the proposed Suffolk Building. The existing seating and benches and landscaped areas that are only accessible to Hong Ning residents would be removed, while some landscaping features such as trees in the central portion of the rear open space would be retained and continue to provide visual privacy and shade during warmer months.

The proposed project would also introduce a landscaped interior courtyard between the rear of the Suffolk Building and the rear of the Norfolk Building for use by CPC and the Jewish Heritage and Cultural Center.

Surrounding Streets and Streetscape

As compared to the No-Action condition, the proposed development on Projected Development Site 1 would include additional street trees along the Broome Street, Norfolk Street, and Suffolk Street frontages.

The proposed retail uses along the Broome Street frontage would activate this street in a manner consistent with the City's planning goals as expressed in the Essex Crossing

development. Additionally, the proposed development on Projected Development Site 1 has been designed to maintain a street wall built at the street line with a height of approximately 85-feet along Broome Street, consistent with the Essex Crossing planning objectives for this corridor.

Views representative of the proposed project from the surrounding streets are provided in **Appendix 2**. These representative views demonstrate that when viewed from close range, the proposed project would have street wall heights generally consistent with surrounding existing and No-Action buildings. Taller portions of the proposed development on Projected Development Site 1 would be most visible to the pedestrian from discrete locations such as the southwest corner of Essex Street and Grand Street (across a one-story building on the block to west of the project area) and the northeast corner of Clinton Street and Broome Street across a privately-owned and operated private space. Overall, the proposed development on both Projected Development Sites 1 and 2 would be consistent with the neighborhood's ongoing transition from longstanding underutilized surface parking lots into denser, mixed-use neighborhood with newly constructed buildings of varying heights.

Visual Resources

Lower East Side Historic District

The proposed project is located nearly 400 feet and farther than one block away from the Lower East Side Historic District. While glimpses of the proposed development on Projected Development Site 1 may be available from discrete locations within the Lower East Side Historic District, the proposed development on Projected Development Site 1 would not substantially differ from other developments in the immediate area, including Essex Crossing, in terms of building height, bulk, or construction materials. While the proposed project may change the viewing context within the Lower East Side Historic District, the views themselves would be unaffected. Accordingly, the proposed development on Projected Development Site 1 would not result in a significant adverse urban design and visual resources impact, and no further analysis is warranted for this resource.