

Response: This is applicable to the government agencies, rather than the developer. Extell encourages the establishment of such guidelines, and is willing to adjust its proposal to adhere to the same

SG-DG7. Height: Building heights should be limited by Contextual Zoning Regulations (i.e. R Zones with A and B suffixes) although the zoning could allow for greater height in exchange for the development of low and moderate-income housing. Taller buildings should not cast excessive shadows on historic landmarks, including the Williamsburgh Saving Bank Building and public open spaces, including community gardens.

Response: See GP-D6

SG-DG8. Bulk: The overall residential density should not exceed a 6.0 Floor Area Ratio (FAR) -- similar to adjacent C6-1 and C6-2 zones, but well above the 2.0-4.0 FAR allowed by surrounding residential areas.

Response: See GP-D6

SG-DG9. Uses: Development should create a diversity of uses with zoning allowing for mixed retail, commercial and residential uses, as well as community facilities and recreational and open space. Zoning should be an appropriate mix of R districts (Residential) with C1 and C2 overlays (to allow for Local Service and Local Retail) combined with a C5 district (Restricted Central Commercial) to allow for a wider range of commercial and retail uses.

Response:

Our proposal adheres to this guideline. Extell proposes to a primarily residential mixed-use development with 1,946 apartments, 1,000 parking spaces, and 116,000 SF of ground floor retail/commercial space fronting new public spaces. A 75,000 SF school/community facility is also incorporated into the plans.

A series of public plazas and open spaces will be provided for the new residents and the community located, at sidewalk level, over portions of the train yard and above commercial or parking areas. The total area of these spaces is 167,137 SF, allowing approximately 46% of the site to remain as open space that will be planned for both active and passive recreation.

SG-DG10. Parking: Given the proximity of new development to a major mass transit hub, no more parking spaces than are required under existing zoning regulations should be allowed in the area.

Response: We propose 1,000 underground self-parking spots.

SG-DG11. Connections: New development should promote linkages among neighborhoods by avoiding superblock development and by creating additional streets. South Elliott, South Oxford, Cumberland, Adelphi and Clermont Streets should be extended over the rail yards to connect adjoining neighborhoods and to extend the current street grid into the new development. Doing so would create more lot frontages, improve pedestrian connections, and better integrate the development into surrounding communities. No currently open street should be closed and the current street grid should be maintained.