VISIBILITY PHOTOGRAPHS ALONG 8TH AVENUE
-NO VISIBILITY ALONG 8TH AVENUE-
VIEW FROM NEIGHBOR'S STOOP ACROSS THE STREET - NO VISIBILITY
VIEW FROM ACROSS THE STREET NEARER THE INTERSECTION OF 8TH AVE AND CARROL STREET - NO VISIBILITY
VIEW FROM ACROSS THE STREET AT INTERSECTION OF 8TH AVE AND CARROLL STREET - NO VISIBILITY
VIEW FROM ACROSS THE STREET NEARER THE INTERSECTION OF 8TH AVE AND PRESIDENT STREET - NO VISIBILITY
VIEW FROM ACROSS THE STREET AT THE INTERSECTION OF 8TH AVE AND PRESIDENT STREET - NO VISIBILITY
VIEW FROM ACROSS THE STREET FURTHER NORTH ON PRESIDENT STREET - NO VISIBILITY
SCOTT HENSON ARCHITECT

VISIBILITY PHOTOGRAPHS ALONG PRESIDENT STREET
-SHOWING VISIBILITY-
VIEW FURTHER WEST ON PRESIDENT STREET - VISIBILITY THROUGH BALUSTRADE ONLY
VIEW FURTHER MOVING WEST ON PRESIDENT STREET - FIRE ACCESS LADDER RAIL/CHIMNEY EXTENSION VISIBLE ABOVE BALUSTRADE ONLY
VIEW FURTHER MOVING WEST ON PRESIDENT STREET - FIRE ACCESS LADDER RAIL/CHIMNEY EXTENSION VISIBLE ABOVE BALUSTRADE; FDNY STAIR BULKHEAD AND FRONT OF PENTHOUSE VISIBLE ABOVE BALUSTRADE
VIEW FURTHER MOVING WEST ON PRESIDENT STREET - 105 8TH AVE FACADE COMPLETELY OBSCURED; FDNY BULKHEAD AND FRONT OF PENTHOUSE VISIBLE ABOVE BALUSTRADE. THIS IS THE LOCATION WHERE THE ROOFTOP ADDITION IS MOST VISIBLE.
UNION STREET

CARROLL STREET

EIGHTH AVENUE

PRESIDENT STREET

AREA OF VISIBILITY
VIEW OF MOCK-UP FURTHER WEST FROM INTERSECTION OF 8TH AVE. AND PRESIDENT STREET - 02/08/18
- THE ELEVATOR BULKHEAD AND CHIMNEY EXTENSION WERE VISIBLE AT THIS TIME

VIEW OF AS-BUILT FURTHER WEST FROM INTERSECTION OF 8TH AVE. AND PRESIDENT STREET - 04/09/18
- THE ARCHITECT REDUCED SIZE OF ELEVATOR MACHINE ROOM AND REDUCED VISIBILITY
VIEW OF MOCK-UP FURTHER WEST FROM INTERSECTION OF 8TH AVE. AND PRESIDENT STREET - 02/08/18
- THE FRONT WALL OF THE PENTHOUSE WAS VISIBLE (LATER ELIMINATED) AND THE CHIMNEY WAS VISIBLE

VIEW OF AS-BUILT FURTHER WEST FROM INTERSECTION OF 8TH AVE. AND PRESIDENT STREET - 04/09/18
- FDNY BULKHEAD, CHIMNEY EXTENSION, AND FRONT WALL OF PENTHOUSE VISIBLE
EXPLANATION OF AS BUILT CONDITIONS
THE ORIGINAL ROOF ACCESS WAS VIA A DAYLIGHTER AS SHOWN ABOVE. A MOCK-UP WAS NOT BUILT FOR THE FEB. LPC HEARING AS IT IS LOCATED ABOVE THE ORIGINAL LIGHTWELL.
THE ORIGINAL ROOF ACCESS WAS VIA A DAYLIGHTER AS SHOWN ABOVE. A MOCK-UP WAS NOT BUILT FOR THE FEB. LPC HEARING AS IT IS LOCATED ABOVE THE ORIGINAL LIGHTWELL (SEE PHOTOGRAPH)
NEW CABLE RAILING, SPACED 4", TYP.
NEW OPERABLE GATE
NEW STAIRS BULKHEAD WITH DAYLITE
ROOF DOOR; TRADITIONAL STUCCO FINISH
NEW ENCLOSURE FOR FUTURE ELEVATOR

9'-2" 3'-3"
4'-7"
22
The dayligher had to be altered per FDNY regulations to provide full height door and landing. To accommodate landing, the stair bulkhead had to be moved toward the street.
THE DAYLIGHTER HAD TO BE ALTERED PER FDNY REGULATIONS TO PROVIDE FULL HEIGHT DOOR AND LANDING. TO ACCOMMODATE LANDING, THE STAIR BULKHEAD HAD TO BE MOVED TOWARD THE STREET (SEE PHOTO)
NEW CABLE RAILING; SPACED 4", TYP. NEW OPERABLE GATE
NEW STAIRS
BULKHEAD WITH DAYLITER
ROOF DOOR; TRADITIONAL STUCCO FINISH
NEW ENCLOSURE FOR FUTURE ELEVATOR

AS-BUILT

VIEW OF PENTHOUSE LOOKING NORTH

AREA OF 7” BUILD-UP

AS-BUILT

NEW CABLE RAILING; SPACED 4", TYP. NEW OPERABLE GATE
NEW STAIRS BULKHEAD WITH DAYLITER
ROOF DOOR; TRADITIONAL STUCCO FINISH
NEW ENCLOSURE FOR FUTURE ELEVATOR

8" CURB

7" BUILD-UP

5'-3"

9'-2" 3'-3"

4'-7"
The as-built height of the front wall is 9'-2" (same as approved dimension). The mock-up did not account for the 7" roof build-up and an 8" curb was added for water control. This increased the height of the penthouse approximately 15".
PROPOSED ALTERATIONS TO REDUCE AS-BUILT VISIBILITY
THE EXISTING BULKHEAD IS 5’-3”. WE ARE PROPOSING TO ELIMINATE APPROXIMATELY 8”, BRINGING IT TO 4’-7”, THE APPROVED HEIGHT.

THE LADDER WILL BE LOWERED AND MOVED TO ELIMINATED THE PRESIDENT STREET SIGHT LINE.

WE WILL MOVE THE FIRE ACCESS LADDER TO THE SOUTH AND REDUCE ITS HEIGHT TO 36” TO REDUCE VISIBILITY FROM PRESIDENT STREET.
(1) ELIMINATE APPROXIMATELY 6" OF CURB HEIGHT IN THIS LOCATION (MAY REQUIRE GUTTER) OR
(2) PAINT THIS AREA OF CURB TO MATCH STUCCO COLOR
PAINT REMAINING TO MATCH THE COLOR OF THE BALUSTRADE

THE PORTION OF THE CURB THAT IS VISIBLE FROM THE STREET WILL BE LOWERED 6" (MAY REQUIRE GUTTER INSTALLATION) OR THE CURB WILL BE PAINTED TO MATCH BUILDING COLOR. THE REMAINING PORTION OF THE CURB WILL BE PAINTED TO MATCH THE COLOR OF THE STUCCO. THE AREA OF STUCCO VISIBLE FROM PRESIDENT STREET WILL BE LIGHTENED TO MATCH THE COLOR OF THE BALUSTRADE.
THE PORTION OF THE CURB THAT IS VISIBLE FROM THE STREET WILL BE LOWERED 6" (MAY REQUIRE GUTTER INSTALLATION) OR THE CURB WILL BE PAINTED TO MATCH BUILDING COLOR. THE PORTION OF THE BRICK WALL THAT IS VISIBLE THROUGH THE BALUSTRADE WILL BE PAINTED.
RENDERINGS SHOWING PROPOSED ALTERATIONS
TO REDUCE AS-BUILT VISIBILITY
AS-BUILT CONDITION (8TH AVE AND PRESIDENT STREET)

WITH PROPOSED ALTERATIONS (8TH AVE AND PRESIDENT STREET)