
CHAPTER 8: URBAN DESIGN AND VISUAL RESOURCES

A. INTRODUCTION

This chapter considers the potential for the proposed actions to affect the urban design characteristics and visual resources of the project area, which is bounded generally by 36th Avenue to the north, Northern Boulevard to the east, 41st Avenue to the south, and 23rd Street to the west. The proposed actions are planned within an area of approximately 70 acres located north and west of the Sunnyside Yards and north of Queens Plaza and the Long Island City central business district. The rezoning plan would allow within the Dutch Kills neighborhood an increase in the permitted residential density; a decrease in the permitted commercial and light industrial density; and would bring existing residential developments into greater compliance.

This chapter has been prepared in accordance with New York City Environmental Quality Review (“CEQR”), which require that City agencies consider the effects of their actions on urban design. These actions may possess the potential to affect existing urban design and visual resources; this chapter will ascertain if there would indeed be any significant impacts to urban design and visual resources as a result of the proposed project. As defined in Chapter 3G, Section 310 of the *CEQR Technical Manual*, the primary study area for urban design and visual resources will be the same as that used by the land use analysis. A secondary study area will extend a one-quarter mile radius from the boundary of the primary study area.

B. OVERVIEW

This chapter examines the potential effects of the proposed project upon the urban design and visual resources of the study area. This evaluation follows analysis guidelines established in the *CEQR Technical Manual*. As defined in the manual, urban design components and visual resources determine the “look” of a neighborhood-its physical appearance, including the size and shape of buildings, their arrangement on blocks, the street pattern, and noteworthy views that may give an area a distinctive character.

Specific urban design and visual resource characteristics that will be used in the analysis include the following:

Building Bulk, Use and Type: Buildings are usually described by these characteristics. A building’s bulk is created from a combination of characteristics that include its height, length, and width; lot coverage and density; and shape and use of setbacks and other massing elements. These characteristics help convey a sense of the physical appearance of the neighborhood, an important component of urban design and visual character of a neighborhood. The general use of a building also gives an impression of its appearance and helps to understand its visual and urban design character.

Building Arrangement: This term refers to the relationship between zoning lots and the buildings that occupy them. The buildings can have small or large footprints. Arrangements vary from tight compression- row houses and tenement buildings- to detached buildings separated by driveways, and open uses. Further, large-scale developments such as institutional campuses and large residential towers determine unique building arrangements that help determine urban design as well as visual resource opportunities.

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Block Form and Street Pattern: This urban design feature refers to the shape and arrangement of blocks and surrounding streets. Blocks can range from rectangular blocks with intersecting streets at right angles to irregularly shaped blocks, curving streets and cul-de-sacs. Further, interruptions in prevailing street patterns may occur in the form of superblocks and intersecting diagonal streets adding to the urban design of a neighborhood. The prevailing street patterns and block forms are significant considerations, as they help determine traffic flow and activity; allow, as well as limit view corridors, and determine the framework for building sizes and arrangements.

Streetscape Elements: Streetscape elements are the distinctive physical features such as street wall formations, street trees and front yards, curb cuts, permanent street furniture, building entrances and service entrances, and parking ribbons. These features help define the immediate visual experience of pedestrians and will be considered in relation to other design characteristics.

Street Hierarchy: Like street patterns and block forms, the street hierarchy of a neighborhood helps determine traffic flow and activity. Through various classifications-expressways, arterials, boulevards, collector/distributor streets and local streets-width, circulation and activity can be ascertained, helping to convey a sense of the overall form and activity level of the neighborhood.

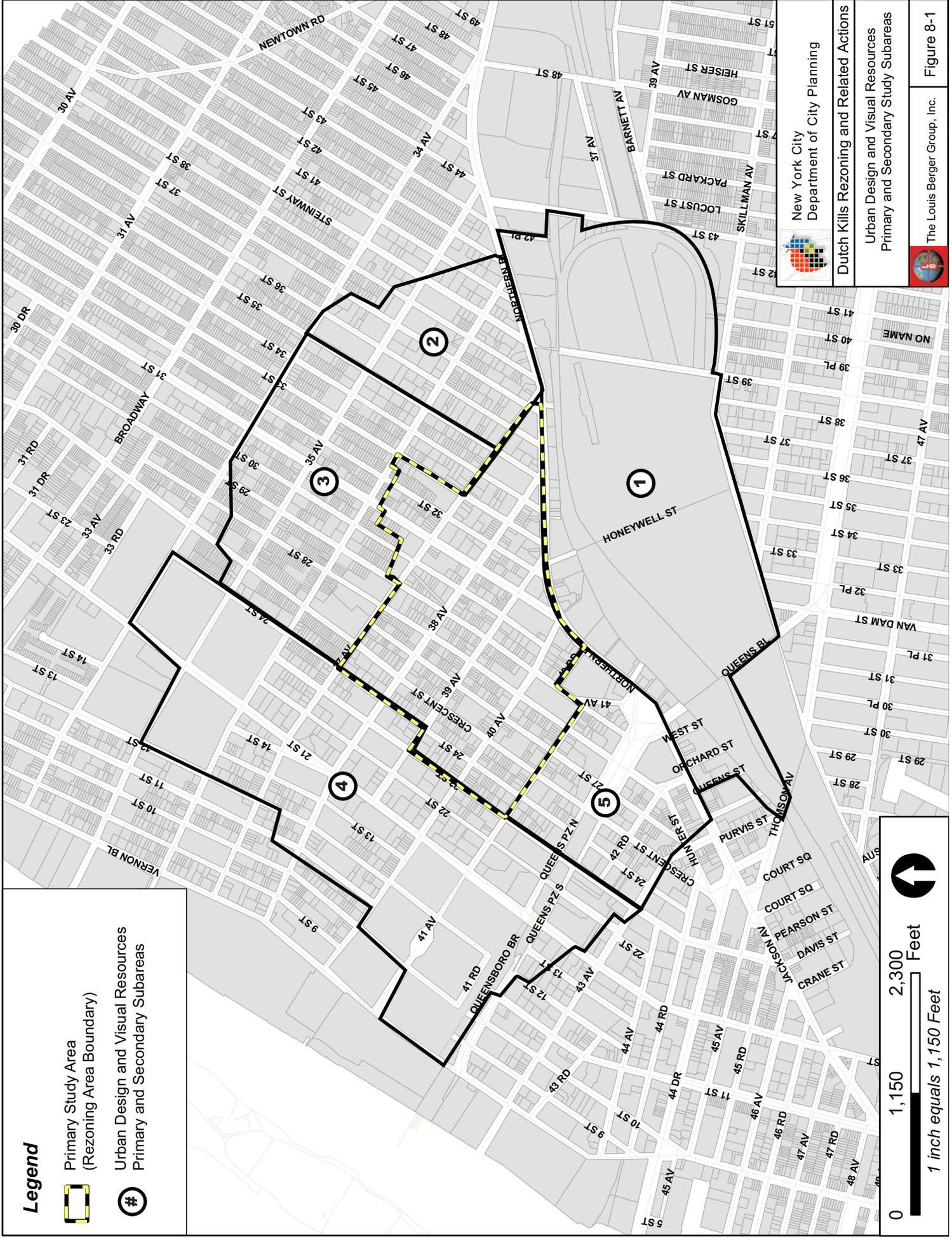
Natural and Visual Features: Both the urban design and visual resources of a neighborhood are influenced by natural surroundings and visual corridors and vistas. Vegetation, geologic, topographic and aquatic features; rock outcroppings, steep slopes, varied ground elevation, beaches and wetlands are components of natural surroundings that will be considered. For purposes of a CEQR analysis, these visual resources must be public or publically accessible, thus exempting views from private residences or places of business.

In regards to the proposed project, it is anticipated that zoning changes of the proposed actions will have potential impacts to building bulk, use and type as well as some visual corridors found throughout the study area. Although these changes may be significant in certain instances in the built environment, it is anticipated that they will not be adverse given the diversity of the built environment of the Dutch Kills neighborhood as well as availability of numerous and alternative visual corridors towards Manhattan.

C. METHODOLOGY

As the land use study areas, both primary and secondary, delineate the area where the proposed actions will occur and influence land use patterns, and, hence the built environment, this chapter will consider urban design across existing, future conditions without the proposed project and future conditions with the proposed project utilizing these same study areas. These study areas are shown in Figure 8-1 and 8-2.

To establish existing conditions, and anticipate future conditions related to urban design, information gathering will focus on design elements that may change as a result of the proposed project. As the proposed actions includes the rezoning of a largely light manufacturing and mixed-use neighborhood to include a special mixed-use district known as the Dutch Kills Subdistrict, an extension of the Special Long Island City Mixed-Use District, as well as the establishment of Inclusionary Housing, characteristics of the built environment will be a primary focus of this chapter. Potential changes in building bulk, use and type and building arrangements will be especially important considerations in determining any significant impacts of the proposed project.



Legend

-  Primary Study Area (Rezoning Area Boundary)
-  Urban Design and Visual Resources Primary and Secondary Subareas



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Urban Design and Visual Resources
Primary and Secondary Study Subareas



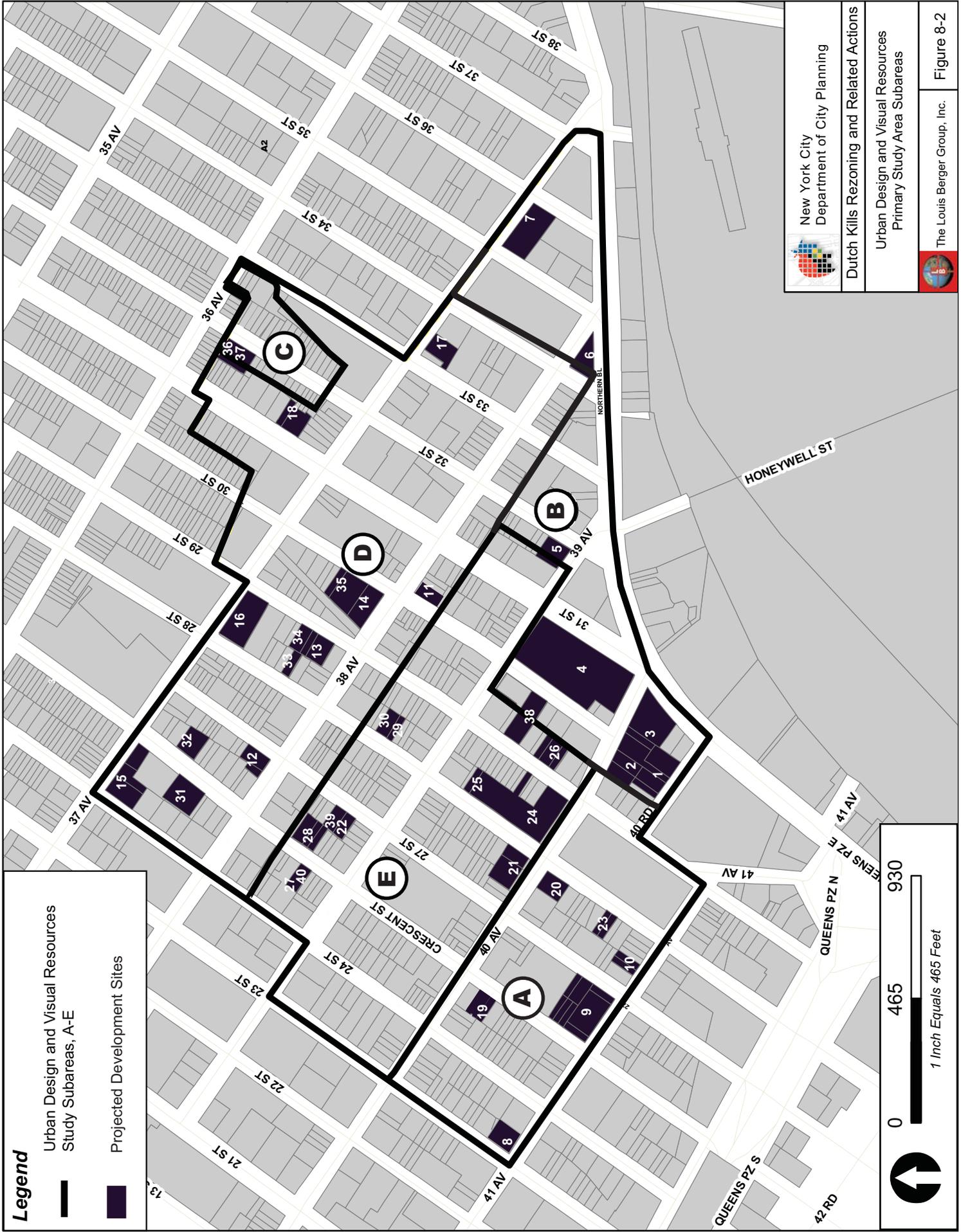
The Louis Berger Group, Inc.

Figure 8-1



0 1,150 2,300 Feet
1 inch equals 1,150 Feet

Source: MapPluto, NYCDP.



For the visual resources analysis, the designation of the primary and secondary study areas will be utilized; however, these study areas will act as an initial basis for analysis, and further consideration of significant views through and beyond the secondary study area may occur as warranted, especially westward towards Manhattan. As changes in the built environment within the zoning area could alter significant views and view corridors, particular consideration will be given to unique or rare views in and through the study areas; and whether there are other, parallel corridors readily available.

As part of both urban design and visual resources analyses, several site visits were made to both the primary and secondary study areas, and extensive photo documentation has been utilized to aid the discussion of resources. As shown in Figure 8-2, the primary study area has been divided into subareas which aid in the discussion of differences in the urban design of the existing conditions. Using a panoramic photo format for existing conditions in conjunction with the mapping of potential and projected development sites likely to occur in the future condition without the proposed actions and the future conditions with the proposed actions, this chapter will establish a comprehensive base for existing and future conditions. From this base an analysis of urban design and visual resources will follow, and potential impacts of the proposed project will be determined.

D. EXISTING CONDITIONS

For the purposes of assessing urban design and visual resources, this chapter discusses the primary study area with the aid of five subarea designations. Discussion of the secondary study area will utilize the land use secondary subareas as shown in Figure 8-2 to aid the organization of the discussion. For each subarea, the discussion of urban design and visual resources will first focus on the built environment including building bulk, use and type and arrangements followed by block forms, street patterns and hierarchy, streetscape elements and finally visual and natural resources.

Within the primary study area, Subarea “A”, located at the southern edge of the proposed project, bounded generally by 40th and 41st Avenues to the north and south, 23rd and 30th Streets to the east and west, and is immediately adjacent to Queens Plaza, a major transportation hub. The second Subarea “B” is generally bounded by 40th Road and 37th Avenue to the south and north, Northern Boulevard and 30th Street at the east and west. Immediately adjacent to the Sunnyside Yards and related rail facilities, this subarea also features an elevated subway running from Queens Plaza towards Northern Boulevard. Subarea “C” located at the northeastern tip of the primary study area is bounded by 36th and 37th Avenues to the north and south, and 33rd and 31st Streets east and west. The smallest of the subareas, this study area abuts 36th Avenue, a vibrant and diverse mixed-use business corridor. Subarea “D” located in the northern section of the primary study area is bounded by 36th Avenue and the southern edge of 38th Avenue to the north and south, and 34th Street and 24th Streets on the east and west. This subarea features a significant portion of the interior of the primary study area. Subarea “E” is bounded at the north by the blocks between 38th and 39th Avenues, 40th Avenue on the south, and 32nd Street and 23rd Streets at the west and east. Like Subarea “D”, this subarea contains a significant portion of the interior of the primary study area.

A series of panoramic photo figures and maps will be notated by the subarea letter followed by a number. In conjunction with a narrative description, these figures will define existing conditions as well as aid in further analyses across future conditions with and without the proposed actions. The location and direction of each photo within the respective Subareas “A-E” is ascertained by a key map located in the right hand corner of each figure.

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SUBAREA A, NORTH OF QUEENS PLAZA

AREA OVERVIEW

Located immediately north and upland of Queens Plaza, a major transportation hub utilized by the entire borough of Queens, Subarea A is marked by mixed-use and light industrial land uses found in relatively low-rise 20th century brick and wood framed buildings. Like Subareas D and E that compose the interior portion of the primary study area, Subarea A possesses urban design features largely typical of the greater Dutch Kills neighborhood.

BUILT ENVIRONMENT, NATURAL AND VISUAL RESOURCES

Lining most of the streets in Subarea A is a mixture of typically small, walk-up residential buildings as well as commercial and warehouse structures as seen in Figure 8-3. The residential buildings date primarily from the early 20th century, and are typically two- to three-stories in height, faced in brick as well as a variety of modern sidings such as aluminum and vinyl. The commercial and warehouse buildings are typically nondescript one-to three-story structures with loading docks, dating from the early to mid-20th century.

A noteworthy exception to the majority of buildings in the subarea is an early 20th century red brick and stone trimmed school (Academy of American Studies, a DOE high school) that occupies the north blockfront on 41st Avenue between 28th and 29th Streets, as shown in Figure 8-3. Dating from the turn of the century, and with a 1920s addition, it incorporates such prominent architectural features as carved stone porticos, Beaux Arts-style copper windows and a mansard roof. Its distinguished classical design makes it a visual resource.

A further exception is located at Crescent Street and 40th Avenue where a nine-story future hotel is currently under construction. Part of a larger development trend of hotel development throughout the Dutch Kills neighborhood, this development site features the construction of a building atypical of building heights and materials found in this subarea.

In general, the residential, commercial and warehouse buildings in this subarea are not particularly tall, limited generally to four-stories as notated in Figure 8-4. However, height variability, sometimes dramatic, exists from building to building resulting in an uneven street wall. Across many blocks, series of tightly compressed residential buildings often face larger commercial and warehouse buildings that occupy larger parcels resulting in significant horizontal variability. Residential buildings often lack significant setbacks allowing only small and narrow front yards whereas light industrial buildings with open storage yards are typically set back further from the street adding to the irregularity in the built environment that typifies this subarea as well as the Dutch Kills neighborhood at large.

The confluence of street grids at Queens Plaza that results in irregular block forms gives way to more uniform blocks upland in Subarea A. Here blocks become rectangular; longer along local streets oriented south to north and shorter along 40th and 41st Avenues that define the top and bottom of Subarea A. Parcels along the local streets tend to be narrower than those along the avenues resulting in more residential development and smaller buildings in the middle of the blocks and larger parcels flanking the east-west oriented avenues, resulting in larger commercial buildings at the right angle intersections located in the subarea. The prevailing street hierarchy that contains local streets perpendicular to 40th and 41st Avenue-significant collector/distributor streets traversing east to west across the Dutch Kills

Academy of American Studies, a New York City Department of Education High School



A1: 28th Street between 40th Avenue and 41st Avenue

Queens Plaza located south of Sub-Area A

Residential Use abutting
Industrial Uses; varied
Street Walls



A2: 24th Street at 40th Avenue



Projected Development Parcels



Photo Direction and Location



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Study Area Photographs



The Louis Berger Group, Inc.

Figure 8-3

neighborhood-further accentuates a building pattern where commercial and industrial uses flank intersections and collector/distributor streets with residential uses often found centered along local streets.

Street furniture found in this subarea reflects its mixture of residential, commercial and light industrial land uses. Standard metal street signs are located at intersections, but are scarce along the local streets flanked by residential uses. However, lampposts are more prevalent along the residential local streets as well as tall wood utility poles that carry overhead lines through the area. Street trees and foliage are largely absent from the subarea except where side yards and vacant lots create pockets between residential buildings and larger warehouse structures allowing for overgrowth onto sidewalks. On local streets, residential parking ribbons are common whereas curb cuts, service entrances and loading docks prevent public parking along the commercial and warehouse buildings situated near intersections and the collector/distributor avenues.

While the secondary study areas of Queens Plaza to the south and Sunnyside Yards to the east have undergone significant historical grading and filling, Subarea A, located upland, retains original hill and plateau topography. At the western edge and center of the subarea, the more undulating terrain of the eastern edge tapers into a plateau that features significant view corridors west toward Manhattan, and to a lesser degree south toward Queens Plaza as seen in Figure 8-5. Significant natural features in the subarea are limited to the view corridor opportunities found along 40th and 41st Avenues that result from upland terrain. Greenery that is provided by a few street trees and the more prevalent overgrowth occurring in vacant lots is relatively scarce given the size of the subarea. Significant visual resources are limited to views westward toward Manhattan, and the stone trimmed school that occupies the north blockfront on 41st Avenue between 28th and 29th Streets.

SUBAREA B, ADJACENT TO NORTHERN BOULEVARD

AREA OVERVIEW

Located north and east of Subarea A, Subarea B is marked by the continuation of transportation uses and structures that define Queens Plaza to the south and Sunnyside Yards found to the east within the secondary study area. As Northern Boulevard punctuates this subarea south to north, and an elevated subway line located atop 31st Street, land use and urban design features are dominated by transport unlike the more typical mixed-use and light industrial demeanor of the Dutch Kills neighborhood.

BUILT ENVIRONMENT, NATURAL AND VISUAL RESOURCES

Traveling east from Subarea B, streets descend toward the foot of Northern Boulevard. Light industrial, one- to three-story buildings are still prevalent, but auto-related businesses including motels and parking garages replace pockets of residential uses which are more prevalent upland. Like Subarea A, buildings in the southwestern portion of the subarea are not particularly tall, limited generally to two-stories in height as notated in Figure 8-4. However, a noteworthy exception here is a six-story hotel recently under construction. Like the larger trend of hotel development across the Dutch Kills neighborhood, this development is incongruous with the general urban design of this section of the subarea.

At the foot of the incline, Northern Boulevard and the elevated subway spanning 31st Street start to dominate the streetscape, and the general tenor of urban design features are given over to transportation-related uses. Open and covered parking lots, a large subway ventilation tower approximately 25 feet tall, tall storage buildings and auto related businesses become typical and the residential uses located upland become sparse. The variability in building massing, types and uses that typify Subarea A become



1: Southwest- 26th at 41st Avenue Subarea A



2: Southwest- 24th at 40th Avenue Subarea A



3: West- Crescent Street at 38th Avenue Subarea D



4: West- 37th Avenue at 37th Street Subarea D



7: East- 32nd Street @ 39th Avenue Subarea B



5: Southwest- 28th Street at 37th Avenue Subarea D



8: Southwest- 35th Street at 38th Avenue Subarea B



6: Southwest- Northern Boulevard at 39th Street Subarea B



increasingly homogenized traveling north on Northern Boulevard. Dense, bulky street walls with heights from 60 feet-100 feet become predominant on the eastern side of Northern Boulevard resulting from the presence of bulk storage buildings that historically stored goods and cargo traveling via the rail network at Sunnyside Yards. Built in the early 20th century, these buildings now house public storage companies in upper floors and auto-related businesses on bottom floors. In general, these buildings are significantly setback from streets lined by wide sidewalks. Typically three-to eight-stories tall as notated in Figure 8-4, these buildings are massed on parcels to allow for adjacent accessory parking lots and large utility storage facilities.

As Northern Boulevard defines the proposed project at its eastern boundary, it concurrently limits the rectangular street grid most prevalent in the Dutch Kills neighborhood. The east-west collector/distributor avenues running west to east terminate at Northern Boulevard which is situated south to north adjacent to Sunnyside Yards. The resulting street grid in Subarea B is highly irregular resulting in very large blocks abutting small, triangular blocks. As the collector/distributor avenues deliver traffic to Northern Boulevard-a major arterial avenue through northern Queens-the existing irregular grid and block pattern adds to the confluence of heavy traffic. The subarea's many gas stations, convenience stores and car dealerships take advantage of the heavy traffic patterns along this wide street.

Street furniture including metal sign posts, street trees, bus stop kiosks and large lamp posts are interspersed across very wide sidewalk corridors and concrete covers found surrounding many of the triangular parcels along Northern Boulevard. Although in fair to good condition, street furniture appears stranded upon large swaths of concrete lining the Northern Boulevard corridor, resulting in an uninviting pedestrian experience. Extensive curb cuts and parking ribbons along the avenues leading into Northern Boulevard further add to the traffic congestion prevalent in this subarea.

The gradual, eastward incline from the project's upland interior terminates in Subarea B at the foot of Northern Boulevard creating a low lying, narrow plateau. The result of this plateau coupled with the dramatic street walls that line Sunnyside Yards is a view corridor southwest toward Manhattan. As seen in Figure 8-5, the Manhattan skyline including the Empire State and Chrysler Buildings is framed by this transportation corridor. Views westward are limited by the incline toward the interior of the rezoning area, and limited eastward by the dominate buildings lining Northern Boulevard. The significant visual resource is limited to the view southwest towards Manhattan.

SUBAREA C, ADJACENT TO 36th AVENUE

AREA OVERVIEW

Located northwest of Subarea B, the transportation corridor of Northern Boulevard that continues across 37th Avenue gives way to Subarea C which is more characteristic of the mixed-use nature of the larger Dutch Kills neighborhood. A subway stop at 31st Street and 36th Avenue coupled with neighborhood businesses and restaurants lining 36th Avenue results in a pedestrian friendly character unlike the dense traffic corridor located in Subarea B.

BUILT ENVIRONMENT, NATURAL AND VISUAL RESOURCES

Subarea C is the smallest of the subareas, located primarily in the northern most portion of the primary study area. Somewhat unique compared to the larger Dutch Kills neighborhood, it features pedestrian friendly streets and a classic mixed-use milieu where neighborhood businesses occupy the ground floor of residential buildings. As shown in Figure 8-4, buildings heights do not exceed four-stories and the

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majority are under three-stories. As seen in Figure 8-6, residential buildings along 32nd Street are densely arranged with little open space available between buildings. Buildings in this subarea are moderately setback from streets allowing ample space for sidewalks and street furniture. Typical buildings include early 20th century brick structures interspersed with wood framed residential buildings. At the northern edge of the subarea, mixed-use brick buildings feature vibrant, local signage that denotes a lively local street culture and economy.

The street grid pattern is consistent with that of the larger Dutch Kills neighborhood—rectangular and uniform. 32nd Street running south to north is a local street whereas 36th Avenue running east to west is a moderately sized collector/distributor avenue. Parcels and buildings in this subarea are uniform and rectangular reflecting the rectangular street grid pattern. Traffic density throughout the subarea is light to moderate with the 36th Avenue business corridor attracting most of the local traffic.

Street furniture in the subarea is in good condition including standard metal street signs, post office drop boxes, trash receptors, attractive trees and wood utility poles that carry overhead lines through the area. Parking ribbons line all streets and avenues allowing for vehicular access to the 36th Avenue business corridor.

Located at the northern top of the proposed project, the subarea is of a moderately flat, even elevation with few natural features. Although the prevailing street walls in this area are not overbearing, few opportunities for views outside the subarea are available, largely due to the elevated subway platform that bisects this subarea along 31st Street.

SUBAREA D, NORTHERN INTERIOR CORRIDOR

AREA OVERVIEW

Located immediately south of Subarea C, Subarea D is markedly different from the residential, mixed-use enclave found along 36th Avenue in the northeastern corner of the proposed project. Here land use and built environment features are more typical of the light industrial character of the larger Dutch Kills neighborhood. Like Subarea A, residential structures are scattered among nondescript, mid-20th century brick warehouse and light industrial buildings resulting in a discordant urban landscape. Further, 37th Avenue, a major east-west collector and distributor street, serves as a vibrant but aged commercial corridor leading into the Northern Boulevard corridor.

BUILT ENVIRONMENT, NATURAL AND VISUAL RESOURCES

Immediately south of Subarea C, the larger Subarea D encompasses the northern interior sector of the primary study area. Land uses range from residential and light industrial manufacturing to commercial and wholesale, specifically along 37th Avenue towards the eastern edge of the subarea. Buildings range in type, height and dimension from low-rise residential structures and light industrial buildings to larger, bulkier mixed-use and wholesale storage buildings located most prominently along the eastern portions of 37th Avenue.

Traveling south from Subarea C into Subarea D, the corner of 37th Avenue and 33rd Street as shown in Figure 8-7 features a large five-story, former storage building that now houses small businesses and light industrial uses. Like many of the larger buildings lining 37th Avenue as well as the eastern portions of 38th Avenue to the south, this building—32-15 37th Avenue—dominates the block with substantial massing on its site and is more typical of building sizes in the section of the subarea shown in Figure 8-7.



■ Projected Development Parcels

➔## Photo Direction and Location



C1: 31th Street between 36th and 37th Avenue



C2: 32nd Street at 36th Avenue



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Study Area Photographs



The Louis Berger Group, Inc.

Figure 8-6



Projected Development Parcels

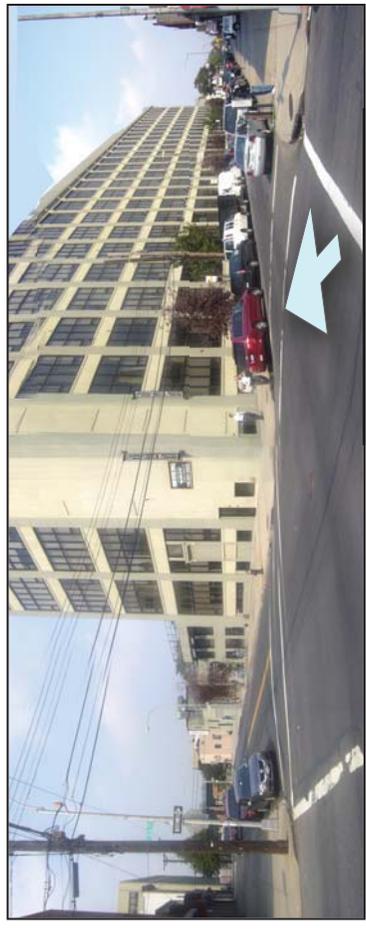
Photo Direction and Location



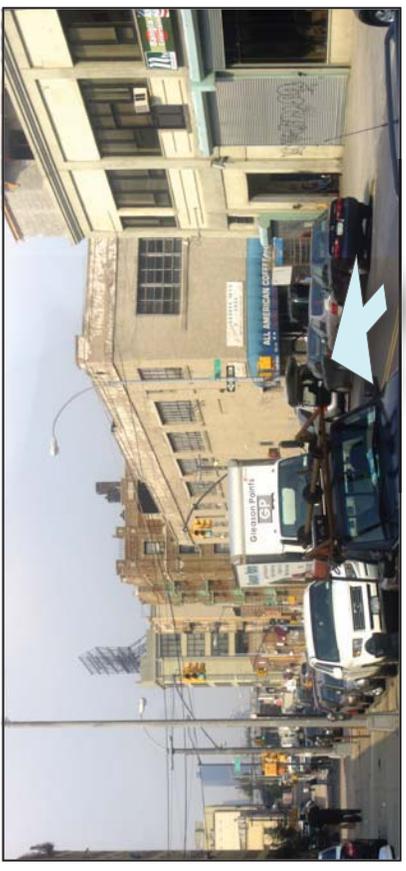
D4: 28th Street at 37th Avenue



D3: 27th Street at 38th Avenue



D2: 37th Avenue at 33rd Street



D1: 37th Avenue at 37th Street
 Note: Viewshed located within subarea B with views towards subarea D.

 <p>New York City Department of City Planning</p>	Dutch Kills Rezoning and Related Actions
Study Area Photographs	
 <p>The Louis Berger Group, Inc.</p>	Figure 8-7

Throughout the 37th Avenue and 38th Avenue corridors, larger warehouse structures are interspersed among low-rise one- to three-story light industrial buildings with multiple roll doors, service entrances and curb cuts. Residential uses along the two avenues are not predominate except at the western edge of the subarea as seen in Figure 8-7.

Situated towards the eastern section of this subarea along 38th Avenue at Crescent, 27th and 28th Streets are three development sites featuring exceedingly tall hotel buildings respective of the general building heights in this subarea. These developments range from 8 to 12 stories tall, whereas the largest warehouse structures in the subarea rarely exceed 5 stories in height. Like the general development trend for these types of developments in the Dutch Kills neighborhood, these projects are incongruent with the general urban design of this subarea.

The light industrial and commercial character of 37th and 38th Avenues spans across 33rd Street toward 24th Street, becoming less pronounced west of 29th Street. Buildings here are decidedly of early to mid-20th century vintage. Although some of the warehouse buildings have been renovated, most are in fair to poor condition and show their age with faded, cracked facades, broken windows and little or no coherent signage. Perpendicular to the avenues, buildings that flank bisecting local streets from 33rd to 24th Street are typically lower-rise, nondescript brick buildings that periodically abut residential buildings as well as vacant lots. Generally street walls created by the lower-rise but eclectically grouped buildings along the bisecting streets are highly variable and do not generally dominate view corridors up and down the subarea's local streets.

Toward the west of the subarea, the industrial and commercial character of the eastern side of the subarea gives way to a more residential character. Here, a one to two family lower-rise residential typology becomes dominate, street traffic calms, and the domestic scale of the area ensures that both the improved condition of buildings, and streetscape in general, is brought to light. Generally, buildings towards the west of the subarea are one-to three-story wood-clad row houses and detached houses often with side yards and garages as seen in Figure 8-7. These residential structures are aged, but clearly maintained, and in relatively good condition.

Like the Dutch Kills neighborhood at large, the street grid formed by 37th and 38th Avenues running east to west bisected by local streets running south to north at perpendicular angles results in predictable traffic patterns and uniform block forms. In general, commercial and industrial traffic accesses the Northern Boulevard corridor via the avenues where blocks are shorter and feature fewer and larger commercial buildings. Bisecting local streets feature more local, residential traffic, and blocks are longer allowing for numerous tight parcels where a mixture of building types give rise to an eclectic urban landscape.

Along the avenues, street furniture is distinctly different from that found along bisecting, local streets. In addition to a range of standard metal street signage, an accumulation of stop lights, large lampposts, roll doors, awnings, vinyl and metal commercial signage competes for space along wide sidewalks with numerous curb cuts. Metered, ribbon parking is predominate at the eastern edge of the avenues, replaced by regulated street parking at the western edges of the subarea. Local, bisecting streets feature street furniture that is better organized and of a more residential character that that found along the avenues. Full, healthy street trees are prevalent, sidewalks are in relatively good condition and regulated street parking is predominant.

Throughout Subarea D, the plateau that dominates the interior section of the primary study recedes towards the western and eastern edges of the subarea. In general, Subarea D is located upland of all its

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adjacent subareas in both the primary and secondary study areas. As shown in Figure 8-5, substantial view corridors exist along both 37th and 38th Avenues westward towards Manhattan. Beyond these view corridors and intermittent greenery that is provided by street trees lining local streets, few natural and visual resources exist in Subarea D.

SUBAREA E, SOUTHERN INTERIOR CORRIDOR

AREA OVERVIEW

Located adjacent to Subarea D at its northern edge, Subarea E is largely a continuation of land use, urban design, natural and visual resources found in the northern interior of the primary study area except for an intensification of residential buildings in the interior section of the subarea. The general character of the subarea is less marked by age, neglect and industrial uses and shows signs of more favorable physical conditions at a more domestic scale.

BUILT ENVIRONMENT, NATURAL AND VISUAL RESOURCES

Unlike Subarea D where building types and land uses are differentiated along the avenues relative to local streets, here a mixed-use, more residential land use pattern prevails across all streets. Detached houses with front and side yards are interspersed with one-to four-story condominium, tenement and row house buildings of various ages dating to the early 20th century. Further, as seen in Figure 8-8, mixed-use buildings with ground-floor markets and convenience stores line some street corners adding to the domestic scale of this subarea.

In general, land uses found in the interior section of the subarea are residential in nature; a manufacturing and an industrial cluster is located at the western edge of the section as seen in Figure 8-8; and low-rise, light industrial buildings interspersed throughout the rezoning area are present here, but in less density than in other subareas.

Buildings in this subarea are setback in a standard fashion giving way to organized, relatively well-kept sidewalks lined with numerous healthy street trees. As seen in Figure 8-8, the buildings are generally in good, well-kept condition lined with brick and wood-clad facades. The predominance of residential buildings are less than five-stories tall and many are detached with side and front yards lined with chain-link and metal perimeter fences. In general, this subarea is marked by low-rise residential typology that ensures a pedestrian-friendly, domestic character.

A significant exception to this residential character is a cluster of recent hotel developments found in the southeastern corner of the subarea between 39th and 40th Avenues along 27th and 29th Streets. Here six to 13 story buildings are currently under construction and portend a significant change in the low-rise residential character in this corner of the study area.

As found in the larger rezoning area, the street grid formed by 39th and 40th Avenues running east to west bisected by local streets running south to north at perpendicular angles results in predictable traffic patterns and uniform block forms. Whereas the avenues in Subarea D are lined with more commercial and industrial uses in larger buildings, smaller, residential buildings are more dominant along the avenues in this subarea. Resulting traffic patterns are more uniform, as is the general aesthetic appearance of this subarea.



E1: 24th Street at 40th Avenue

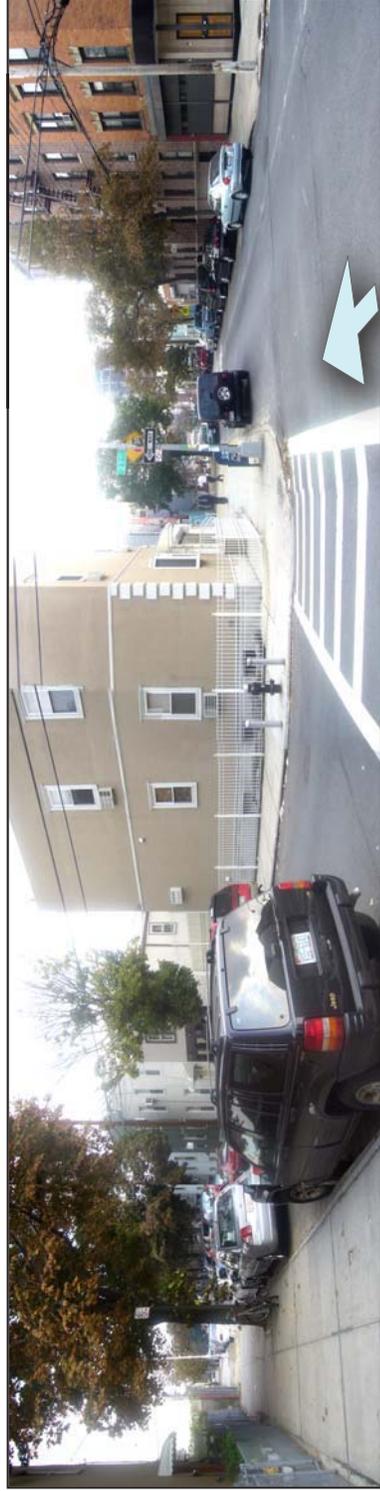


Projected Development Parcels

Photo Direction and Location



E2: 29th Street at 39th Avenue



E3: 27th Street at 39th Avenue

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Along both avenues and local streets, existing street furniture is of a more residential character and in relatively good condition. Mail drop boxes, fire hydrants, standard metal signage, lamp posts and overhead utility lines are in good, working condition. Parking ribbons are predominant with intermittent, but not excessive curb cuts. Street trees appear in good, healthy condition and considerably add to the appealing character of the subarea. With residential density, and more uniform building forms, the resulting street wall is more uniform adding further visual consistency to the subarea.

Throughout Subarea E, the plateau that dominates the interior section of the primary study recedes significantly toward the western and eastern edges of the subarea. In general, Subarea E in conjunction with Subarea D is located upland of all its adjacent subareas in both the primary and secondary study areas. As shown in Figure 8-5, significant view corridors exist along both 39th and 40th Avenues westward towards Manhattan. As is the case in Subarea D, beyond westward view corridors and greenery that is provided by street trees lining local streets, natural and visual resources are limited in this subarea.

SECONDARY STUDY AREA

The secondary study area for urban design and visual resources is coterminous with the secondary study area for Land Use, as well as Neighborhood Character analyses—a quarter mile radius around the rezoning boundary. Like the discussion of the primary study area, the secondary study area is divided into Subareas 1 through 5. Traveling in a counterclockwise direction originating in Subarea 1, each subarea is delineated along avenues, streets and significant natural features.

Located immediately east of the primary Subarea D, Subarea 1 is dominated by the Sunnyside Yards; a former Pennsylvania Railroad rail yard. Currently utilized by Amtrak and New Jersey Transit, this yard is now used as a staging area for trains leaving Penn Station in Manhattan. Land uses in this area take advantage of the 20th century rail infrastructure wherein storage facilities and utilities requiring large parcels line Northern Boulevard along its eastern edge. Tall street walls create view corridors towards Manhattan, but block views emanating from the primary study area eastward towards and beyond the rail yard.

Subarea 2 located north of the Sunnyside Yards and primary study Subareas B, C and D, is a light industrial and manufacturing sector that contains land use patterns generally similar to those found in the primary study Subarea D. Buildings are generally low-rise, non-descript older brick structures in fair condition. The dominant street pattern is uniform with local streets bisected at a perpendicular angles by 35th and 36th Avenues. Street furniture reflects the general industrial tenor of this subarea with relatively few street trees and pedestrian friendly accoutrements. Natural features and visual resources in this subarea are in short supply.

Located adjacent to Subarea 2, Subarea 3 differs substantially with respect to land uses and built environment features. Where Subarea 2 is marked by light industry, here mixed-uses and residential uses dominate. Informed by the general rectangular street pattern of the Dutch Kills neighborhood, block, building forms and street walls are predictable. Street furniture reflects the more pedestrian-friendly environment of this subarea with more street trees, trash receptors and postal boxes lining generally well-kept sidewalks and streets. Like Subarea 2, natural features and visual resources in this subarea are limited due largely to its centralized, upland position away from exemplary view corridors and geographic features.

Westward of the primary study area, Subarea 4 is marked by variable land uses across an irregular street pattern. Unlike the majority of the Dutch Kills neighborhood, terrain is marked by rolling hills and

proximity to the East River west towards Manhattan. Two superblocks are found at the southern and northern edges of the subarea and the street grid is less uniform than that found upland in the primary study area. Land uses range from large, residential superblocks to light manufacturing uses that typify much of the primary study area. Building types range from large tower housing developments located at the north and south, and low-rise, non-descript brick manufacturing and storage structures.

Subarea 5, located south of primary study area Subarea A, contains the Queens Plaza transit hub, a heavily traveled corridor where vehicular traffic and subway lines converge to and from Manhattan via the Queensboro Bridge. Marked by looming subway platforms and a multi-lane arterial avenue, land use and building patterns are devoted to both local and commuter traffic. Street patterns are variable as several street grids converge in this subarea. With variable street patterns and block forms the resulting built environment is irregular with abrupt differences in building bulk, type and scale. While pedestrians utilize this traffic corridor, sidewalks, platforms and road crossings are highly variable resulting in a jostling, unpredictable streetscape.

Like the larger Dutch Kills neighborhood, recent hotel development includes a 200 room hotel at 29-07 Queens Plaza North in the southeastern corner of the subarea. Although specific current and future hotel development sites are undetermined throughout the other secondary study areas, it is likely that this type of development will occur creating divergences from the current light industrial and mixed-use character of the larger Dutch Kills neighborhood.

E. FUTURE CONDITION WITHOUT THE PROPOSED ACTIONS

Absent the proposed actions, current land use trends within the primary study area are anticipated to continue apace resulting in slight increases in commercial, industrial and community facility floor area and even smaller increases in residential floor area. These increases, including very slight residential increases due to the as-of-right residential development restrictions under existing zoning, will likely result in little or no changes in urban design and visual resources of the area given that the permitted uses and building envelopes will remain the same.

Specific projected increases include an estimated total of 22 new residential units, 277,900 square feet of commercial space, 81,000 square feet of community facility space and 183,000 square feet of industrial space. According to zoning requirements, a total of 724 accessory parking spaces will accompany these future developments. Further, current land use trends that favor low-density residential, commercial and industrial uses will remain in affect. Generally, current restrictive zoning regulations will prohibit industrial and commercial conversions, maintaining the present light industrial, mixed-use characteristics prevalent throughout the Dutch Kills neighborhood.

In addition to the general continuation of zoning and land use trends through the without the proposed actions scenario, ~~nine~~ several known development projects¹ are anticipated to reach completion by 2017. All projects are located in Subarea E and include the development of hotels between 6- and 15-stories in height ranging from 16 to 128 rooms. These projects represent a current and anticipated development trend towards hotel development not only in Subarea E but throughout the primary study area. The locations of known development projects can be seen in Figure 1-15 ~~8-9~~.

¹ Prior to publication of the FEIS, DCP learned that certain development sites within the rezoning area are being developed for hotel use (see footnote on page 1-15).

SECONDARY STUDY AREA

Traveling in a counterclockwise direction originating in Subarea 1, each subarea, although unique, is expected to experience major land use changes over the 10-year analysis period due to the increased demand for residential and commercial development, planning initiatives and infrastructure improvements and a general trend towards dense, mixed-use development in and around the areas significant transportation hubs. These land use changes will significantly influence the urban design and visual resources found in the secondary study areas.

Subarea 1 which includes Sunnyside Yards, is likely to undergo redevelopment which would include housing units in conjunction with new schools, parks and a transportation facility featuring MTA, LIRR, Amtrak and bus services. New open spaces and a redesigned roadway with streetscape improvements are further planned for portions of the subarea lining Jackson Avenue. The Long Island City Rezoning Initiative applies to this section of the subarea, allowing up to 12.0 FAR for redevelopment which is anticipated to feature dense mixed-use developments. These developments would largely improve the urban design and visual resources of this subarea and create transportation service connections with Queens Plaza to the southwest.

Unlike Subarea 1, major development initiatives are not planned for Subarea 2, especially between 36th and 37th Avenues wherein residential development is not permitted and commercial and light industrial uses predominate. Blocks between 34th and 36th Avenues will likely retain their mixed-use demeanor with infill development taking place as revitalization in surrounding neighborhoods gains momentum. Although no significant development initiatives are planned for this subarea, the general trend towards revitalization and redevelopment found in surrounding neighborhoods and subareas will likely influence this subarea and slightly improve current urban design and visual resources within the subarea.

Like Subarea 2, there are no major development initiatives designed to enhance Subarea 3. However, the general trend towards revitalization will likely spur some residential infill development capped by the 1.25 FAR allowance that spans this low-density, residential neighborhood. The favorable urban design and visual resources currently found in this subarea will likely continue and may be further enhanced by new infill development.

Located west of the primary study area, Subarea 4 is exceptional from other secondary subareas in that it is unlikely to experience revitalization and development trends both currently afoot and planned throughout the secondary study area. Here the M1-3 zoning district that contains industrial and transportation/utility uses is not anticipated to be rezoned, and the larger NYCHA housing complexes located at the southern and northern edges of the subarea will continue to anchor present urban design and visual resources within the subarea.

Subarea 5 containing the Queens Plaza transit hub, is projected to undergo significant strategic development that will deliver infrastructure improvements, new Manhattan-style office buildings replacing several parking lots and lower-scale buildings and redevelopment upgrades to existing industrial buildings. Further, new open spaces are proposed as well as transit access and infrastructure improvements under the Long Island City Rezoning Initiative. This new investment and development activity will spur this subarea into a regional employment and residential destination significantly transforming its current hodgepodge of urban design characteristics.

F. FUTURE CONDITION WITH THE PROPOSED ACTIONS

URBAN DESIGN AND VISUAL RESOURCES ANALYSIS BY TECHNICAL AREA

The analysis below presents the potential changes in urban design and visual resources of the primary and secondary study areas by 2017 with the proposed actions in place and a 10-year build out completed. Potential changes in urban design and visual resources would result from changes in Building Bulk, Use and Type, Building Arrangement, Block Form and Street Pattern, Streetscape Elements, Street Hierarchy and Natural and Visual Features as detailed below:

BUILDING BULK, USE AND TYPE

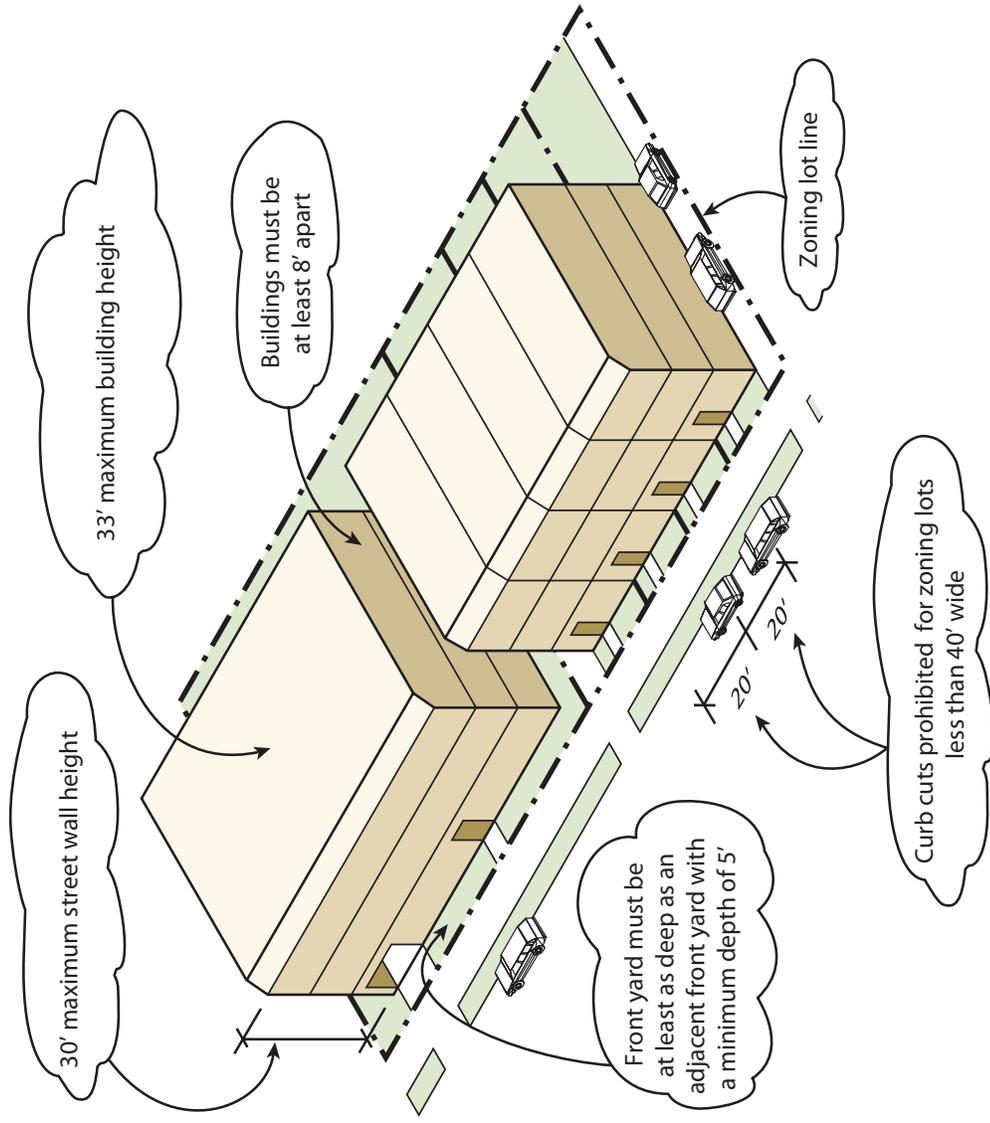
The proposed actions would facilitate new development at higher densities, especially along 41st Avenue, 31st Street and Northern Boulevard which are situated in near proximity to public transportation. These corridors, as well as the primary study area in general, are characterized by highly variable building bulks, uses and types as described in the existing conditions. As outlined in the proposed actions, provisions related to building bulk, uses and types would allow increases in the bulk of new residential development while generally encouraging such development within the current mixed-use and light industrial context of the Dutch Kills neighborhood.

Specifically, allowable increases in building heights and bulks over the current M1-3D and M1-1 zoning designation that exists across the primary study would potentially result in larger and taller residential buildings along the wide streets with some new setback and street wall location requirements. However, the lower-scale residential density of the midblocks will be preserved in conjunction with new restrictions on industrial, commercial and community buildings in the proposed M1-2/R5B, M1-2/R5D, M1-2/R6A and M1-3/R7X zones.

Where the current M1-3D zoning regulations would be replaced with M1-2/R5B zoning regulations, current residential FAR regulations would continue with a slight increase in the maximum building height of 1 foot from 32 feet to 33 feet and a decrease in the requirement for the street wall location from 10 feet from the street to 5 feet from the street. Further, a side yard requirement of 8 feet for residential buildings is included in this zoning regulation. These changes would result in reinforcing the streetwall and massing of residential buildings within the new M1-2/R5B zones, as well as give property-owners the flexibility to slightly enlarge their homes. Specific characteristics of the R5B residential portion of new zoning regulation are illustrated in Figure 8-10.

Industrial and commercial buildings would see a decrease in maximum FAR from 5 to 2; the addition of a sky exposure plane on building heights over the current 85 foot or 6 story maximum height restriction. Community facility buildings would see a decrease in Maximum FAR from 6.5 to 2; a decrease of street wall height from 85 feet or 6 stories to 33 feet. These changes in the restrictions for industrial, commercial and community buildings would result in significant decreases in the height and bulk in new, non-residential developments.

Where the current M1-1 zoning regulations would be replaced with M1-2/R5B zoning regulations, residential buildings would see a new maximum FAR requirement of 1.65; a new building height restriction of 33 feet and a new street wall location restriction of 5 feet from the street. Further, a side yard requirement of 8 feet for residential buildings is included in this zoning regulation. These changes would result in uniformity and restrictions in the bulk, height and massing of residential buildings within



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Dutch Kills Rezoning and Related Actions

Potential R5B Zoning District

The Louis Berger Group, Inc. **Figure 8-10**

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the new M1-2/R5B zones, as well as a potential increase in semi-attached building arrangements given the side yard requirement. These characteristics are illustrated in Figure 8-10.

Industrial and commercial buildings would see an increase in maximum FAR from 1 to 2; the addition of a sky exposure plane on current building heights of 30 feet or 2 stories. Community facility buildings would see a decrease in maximum FAR from 2.4 to 2; the addition of a sky exposure plane up to 33 feet. These changes in the restrictions for industrial, commercial and community buildings would result in slight increases in the height and bulk in new, non-residential developments.

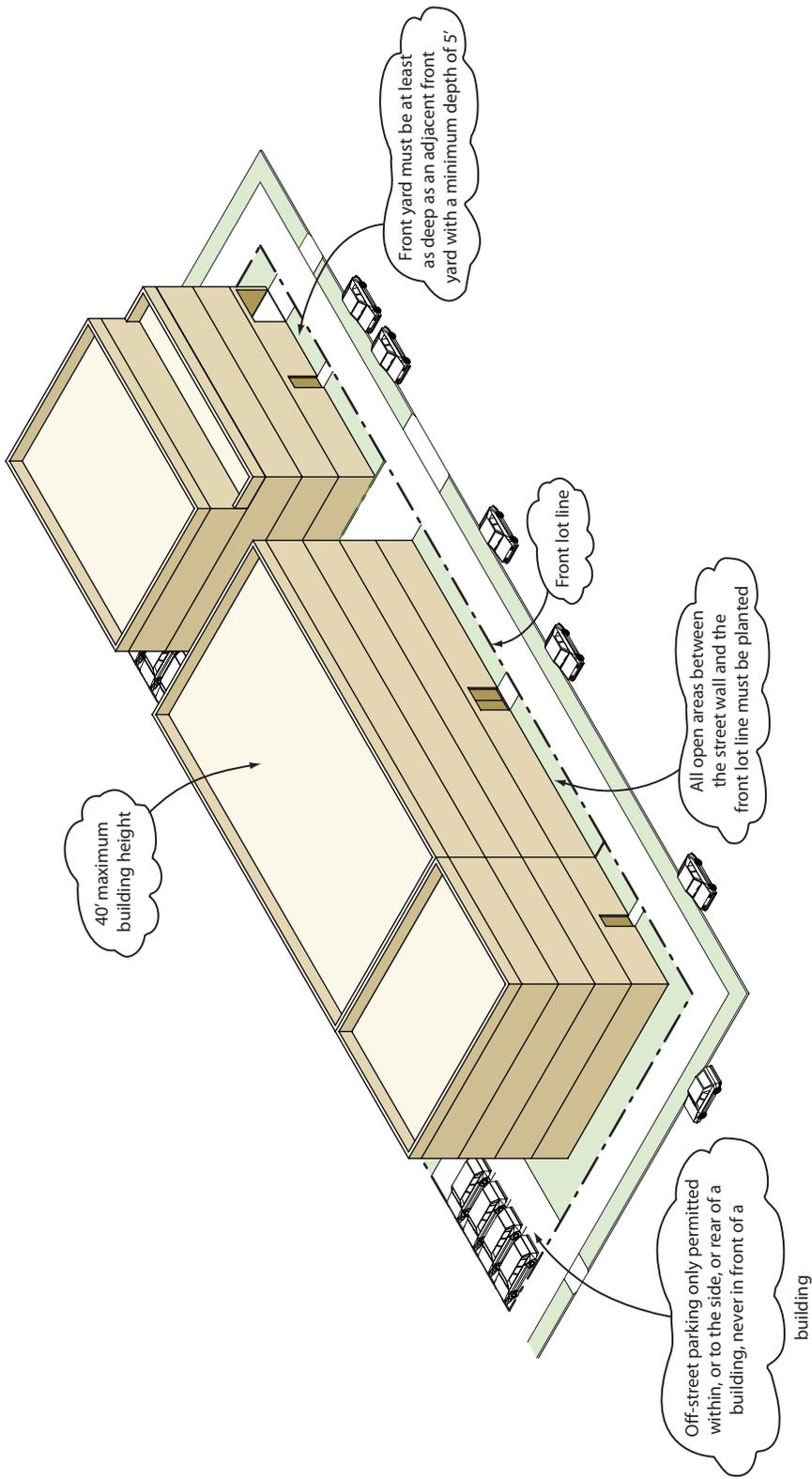
Where the current M1-3D zoning regulations would be replaced with M1-2/R5D zoning regulations, residential buildings would see an increase in maximum FAR from 1.65 to 2; an increase in the maximum street wall height of 8 feet from 32 feet to 40 feet and a change in the requirement for the street wall location from 10 feet from the street to a lineup requirement with adjacent buildings. These changes would result in increases in the bulk, height and massing of residential buildings within the new M1-2/R5D zones, as well as a unification of street walls at the location of new developments. Specific characteristics of the R5D residential portion of new zoning regulation are illustrated in Figure 8-11.

Industrial and commercial buildings would see a decrease in maximum FAR from 5 to 2 and the alleviation of the current 85 foot or 6 story street wall height restriction. Community facility buildings would see a decrease in Maximum FAR from 6.5 to 2 and the alleviation of the current 85 foot or 6 story street wall height restriction. These changes in the restrictions for industrial, commercial and community buildings would result in significant decreases in the bulk of new, non-residential developments but would potentially allow for taller buildings with the alleviation of the 85 foot or 6 story street wall height restriction.

Where the current M1-3D zoning regulations would be replaced with M1-2/R6A zoning regulations, residential buildings would see an increase in maximum FAR from 1.65 to 3; an increase in the maximum street wall height of 28 feet from 32 feet to 60 feet with the addition of a height minimum of 40 feet and a building height maximum of 70 feet. Changes in the requirement for the street wall location from 10 feet from the street include a lineup requirement with adjacent buildings. These changes would result in increases in the bulk, height and massing of residential buildings within the new M1-2/R6A zones, as well as a unification of street walls at the location of new developments. Specific characteristics of the R6A residential portion of new zoning regulation are illustrated in Figure 8-12.

Industrial and commercial buildings would see a decrease in maximum FAR from 5 to 2 and a decrease of the current 85 foot or 6 story street wall height restriction to a minimum height of 40 feet and a maximum of 60 feet. Community facility buildings would see a decrease in Maximum FAR from 6.5 to 3 and a decrease of the current 85 foot or 6 story street wall height restriction to a minimum height of 40 feet and a maximum of 60 feet. These changes in the restrictions for industrial, commercial and community buildings would result in decreases in the bulk of new, non-residential developments with some unification of building heights with new minimum and maximum height restrictions.

Where the current M1-3D zoning regulations would be replaced with M1-3/R7X zoning regulations, residential buildings would see no changes in the current allowable FAR of 3.75; however, a maximum of 5.0 FAR could be attained if developers choose to participate in the Inclusionary Housing Program. Maximum street wall heights would be increased 53 feet from 32 feet to 125 feet, and a new minimum street wall height of 60 feet would take effect. Street wall locations would be changed from 10 feet from the street to 8 feet from wide streets and 15 feet from narrow streets. These changes would result in increases in the bulk, height and massing of residential buildings within the new M1-3/R7X zones, and



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Potential R5D Zoning District

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Figure 8-11





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Potential R6A Zoning District



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Figure 8-12

would reflect existing conditions where buildings tend to be larger and taller in the general location of Subarea B where the M1-3/R7X zoning regulation would take effect. As seen in Figure 8-13, two projected residential developments sites are illustrated showing both current conditions and the results of typical new construction resulting from the R7X portion of the new zoning regulation.

Industrial and commercial buildings would see no changes in the current maximum FAR of 5. A regulation of a street wall location of 8 feet from wide streets and 15 feet from narrow streets would be added, the current street wall height of 85 feet would remain with an addition of a minimum street wall height of 60 feet. Community facility buildings would see a decrease in maximum FAR of 6.5 to 5; a new street wall location regulation of 8 feet from wide streets and 15 feet from narrow streets and a new minimum height restriction of 60 feet. These changes in the restrictions for industrial, commercial and community buildings would result in some uniformity of street walls and the minimum height of new developments.

Where the current M1-3D zoning regulations would be replaced with M1-2 zoning regulations, residential uses would not be allowed in this zoning designation. Industrial and commercial buildings would see a decrease in current maximum FAR from 5 to 4 and no changes in the street wall location requirements. The current street wall height restriction of 85 feet or 6 stories would be decreased to 60 feet or 4 stories.

Community facility buildings would see a decrease in maximum FAR from 6.5 to 4.8. Like industrial and commercial buildings, community facilities would also have a new street wall height restriction of 60 feet or 4 stories. These changes in the restrictions for industrial, commercial and community buildings would result in some uniformity of street wall heights and slight increases in the massing of new developments.

BUILDING ARRANGEMENT

In general, the proposed actions would not significantly alter building arrangements currently present in existing conditions. Development resulting from the proposed actions would occur on existing blocks and lots, site plans and footprints of new buildings would be in keeping with the varied building arrangements in the project area where buildings occupy full and partial lots, are set back from or built to the lot lines, are attached or detached and have varied footprints. Within the mixed-use context of the larger Dutch Kills neighborhood, new developments resulting from the proposed actions would not significantly impact the variable building arrangements found in the existing conditions.

BLOCK FORM AND STREET PATTERN

As the proposed actions would affect building characteristics and parking requirements generally within the confines of tax lots, larger block forms and street patterns would not be significantly impacted.

Streetscape Elements

As the proposed actions would affect zoning requirements throughout the primary study area, it is anticipated that building characteristics and parking requirements will be affected further influencing several streetscape elements. As vacant and underutilized lots would be redeveloped and renovation could result in taller residential buildings and smaller industrial, commercial and community buildings, street walls would become more unified. Framing of existing view corridors towards Manhattan would become more defined along east-west avenues, and the general appearance of street furniture and amenities would likely improve with new, residential-oriented development.



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Dutch Kills Rezoning and Related Actions

Potential R7X Zoning District



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Figure 8-13

Street Hierarchy

Like block forms and street patterns, the proposed actions would largely impact building characteristics and parking requirements within the confines of tax lots, and would not alter existing street hierarchies.

Natural and Visual Features

The proposed actions, and the redevelopment pursuant to the proposed actions, would not alter the topography and natural resources of the project area. As the proposed actions would affect building characteristics and some parking requirements, there is the potential, in specific instances, to partially block existing visual corridors. However, existing visual corridors towards Manhattan are numerous throughout the primary study area, and none are unique or irreplaceable.

URBAN DESIGN AND VISUAL RESOURCES ANALYSIS BY AREA

SUBAREA A, NORTH OF QUEENS PLAZA

Within this subarea, six projected development sites have been ascertained. As seen in Figure 8-14, these sites are numbered 8, 9, 10, 19, 20 and 23. Generally clustered in the center of the subarea, these sites are currently zoned M1-3D which allows a residential building height of 32 feet and industrial and community facility building height of 85 feet or 6 stories.

Under the proposed project, projected development in the subarea would infuse existing residential and light industrial areas with new residential buildings with a maximum height 33 feet towards the center of the subarea. Along the southern edge of the subarea which abuts the Queens Plaza, the maximum height for residential, industrial and community facilities would be significantly higher at 70 feet; and along the northern edge there would be a slight increase to 40 feet. These height increases would be compatible with both existing conditions and without the proposed actions conditions, and would not pose a significant impact.

As seen in Figure 8-5, a view corridor west towards Manhattan is evident along 41st Avenue towards the west of the subarea. Similarly, a view corridor exists along 40th Avenue. These corridors are relatively open and upland, offering expansive views of Manhattan. As the proposed action dictates, the M1-3/R7X zoning regulation would apply to the southwestern portion of the subarea where these view corridors exist, portions of these views could be blocked with new residential development that could reach an 85 foot height.

SUBAREA B, ADJACENT TO THE SUNNYSIDE YARDS

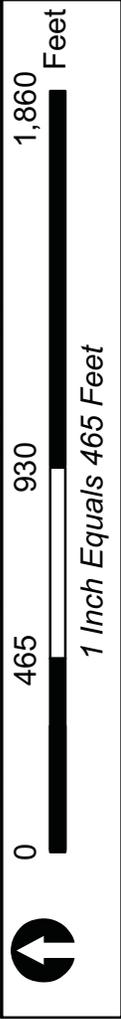
Within this subarea, seven projected development sites have been ascertained. As seen in Figure 8-14, these sites are numbered 1, 2, 3, 4, 5, 6, 7. Generally clustered towards the southern portion of the subarea, these sites are currently zoned M1-3D which allows a residential building height of 32 feet and industrial and community facility building height of 85 feet or 6 stories.

Under the proposed project, projected development in the subarea would infuse this commercial and transportation corridor with new residential, commercial and community facility developments at a maximum height of 85 feet or 6 stories. These height increases would be compatible with both existing conditions and without the proposed actions conditions, with the outstanding height increases aimed



Legend

-  Rezoning Area Boundary
-  Projected Development Sites



 New York City Department of City Planning	Dutch Kills Rezoning and Related Actions	Projected Sites	 The Louis Berger Group, Inc.	Figure 8-14

Source: MapPluto, NYCDP.

solely at new residential development. As the existing and without the proposed actions conditions feature a predominance of commercial developments limited to 85 feet, the influx of residential developments restricted to this same height would ensure compatibility with the existing urban design of the subarea, and would not pose a significant adverse impact. However, with the infusion of relatively tall residential buildings, the general character of this subarea could undergo significant change resulting in a more vibrant, walkable neighborhood within close proximity to numerous transit nodes. As such, it would be likely that these new developments would favorably influence streetscape elements creating a more pedestrian-friendly environment.

As seen in Figure 8-5, a view corridor southwest toward Manhattan is evident along Northern Boulevard. This corridor is limited by the tall buildings that flank Northern Boulevard to the east, but significant Manhattan buildings such as the Chrysler and Empire State building can be seen in the distance. With the potential for new, tall residential developments in this subarea, this view corridor could be further limited. However, this view corridor does not represent a unique visual resource as there are other locations near the study area in which similar views can be attained.

SUBAREA C, ADJACENT TO 36th AVENUE

Within this subarea, two projected development sites have been ascertained. As seen in Figure 8-14, these sites are numbered 36 and 37. Generally clustered towards the eastern edge of the subarea, these sites are currently zoned M1-1.

Under the proposed project, projected development in the subarea would be compatible with the existing mixed-use and residential character of the subarea. As projected development in this subarea is relatively conservative, it is anticipated that the proposed project would not result in significant impacts in this subarea. As there are no view corridors in this subarea, none would be impacted by the proposed project.

SUBAREA D, NORTHERN INTERIOR CORRIDOR

Within this subarea, 11 projected development sites have been ascertained. As seen in Figure 8-14, these sites are numbered 11, 12, 13, 14, 15, 16, 17, 31, 32, 33 and 34. Generally clustered in the western portion of the subarea, these sites are currently zoned M1-3D. Under the proposed project, the projected developments in this subarea would be limited to a height of 33 feet and would be compatible with the existing one-and two-story homes concentrated on blocks bounded by 37th and 38th Avenues in the eastern portion of the subarea. New residential units in the area would compliment the tree-lined streets occupied by low-density residential buildings. Further, with the addition of a side yard requirement of 8 feet for residential buildings, current, semi-attached building arrangements would be encouraged.

In the eastern portion of the subarea, the development and redevelopment of parcels would front new residential units along the primary east-west corridors. The infusion of more residential units would decrease the predominance of industrial uses along both 37th and 38th Avenues and would likely create a more pedestrian-friendly environment within these commercial and industrial thoroughfares. Development in the eastern section of the subarea would be limited to a minimum of 40 feet and a maximum of 60 feet complimenting current street wall heights towards the east of the subarea.

Located along the far western edge of the subarea at 24th Street, buildings under the proposed M1-2 would see decreases to both maximum FAR and street wall heights for industrial, commercial and community buildings which would be decreased from 85 feet or 6 stories to 60 feet or 4 stories.

Dutch Kills Rezoning and Related Actions EIS

As seen in Figure 8-5, a view corridor west towards Manhattan is evident along both 37th and 38th Avenues. But like views towards Manhattan found in Subarea A and E, these view corridors are plentiful throughout the western sections of the study area and do not represent unique visual resources.

SUBAREA E, SOUTHERN INTERIOR CORRIDOR

Within this subarea, 12 projected development sites have been ascertained. As seen in Figure 8-14, these sites are numbered 21, 22, 24, 25, 26, 27, 28, 29, 30, 38, 39 and 40. Generally clustered in the northwest and southeast portions of the subarea, these sites are currently zoned M1-3D.

Like Subarea D, project development under the proposed project would be limited to a height of 33 feet in the M1-2/R5B zone, 40 feet in the M1-2/R5D zone, and would be compatible with the existing one and two-story homes concentrated on blocks bounded by 39th and 40th Avenues. New residential units in the area would compliment the tree-lined streets occupied by low-density residential buildings, and the side yard requirement for new residential development under the M1-2/R5B zone would encourage current, semi-attached building arrangements found interspersed in the subarea. This residential character would be further enhanced by maximum FAR and street wall height decreases for industrial, commercial and community facilities under all three zoning designations in the subarea.

In the southeastern portion of the subarea, both commercial and residential development would adhere to the proposed action's goals of creating vibrant, mixed-use pedestrian friendly environments within close proximity to transportation nodes. As such, new developments would be compatible with the mixed-use character of the subarea, and would likely positively influence streetscape elements. Along the western edge of the subarea, the proposed M1-2 zoning designation along 24th Street would limit the Maximum FAR and industrial, commercial and community facility buildings. Residential buildings would be exempt from the M1-2 zone.

As seen in Figure 8-5, a view corridor west towards Manhattan is evident along 39th Avenue towards the west of the subarea. Similarly, a view corridor exists along 40th Avenue. These corridors are relatively open and upland, offering expansive views of Manhattan. As the proposed the M1-2/R5D and M1-2 zoning regulations limit building heights for new developments, these corridors would not be significantly blocked and thus not pose a risk to visual resources in this subarea.

SECONDARY STUDY AREA

As discussed in the without the proposed actions scenario, a majority of the secondary study area is expected to experience major land use changes over the 10-year analysis period. Although these changes will significantly influence the urban design and visual resources found in the secondary study area, these changes are not anticipated to be the result of the proposed project within the primary study area.

G. CONCLUSION

Based upon the preceding considerations of the existing condition, future condition without the proposed actions and the future condition with the proposed actions, the proposed actions are not anticipated to significantly impact the urban design and visual resources of the primary and secondary study areas. Under the new zoning regulations, residential development would be encouraged and industrial, commercial and community facilities would become better balanced in terms of street wall heights and building bulks so as to compliment residential development and to reflect the existing context. Street walls and setbacks within the study area would generally undergo some unification and would benefit the

urban design of the Dutch Kills neighborhood. As visual resources within the study area include views west and southwest towards Manhattan, there is a potential for some partial blocking and interruption of these view corridors from taller, new developments. However, these views are not unique or rare thus partial interruption would not pose a significant impact.

As the type and size of new developments would be uniquely influenced and limited by the terms of each zoning designation across the subareas, effects of the proposed project vary by location. New developments in Subarea B, as well as the southern portion of Subarea A under the proposed M1-3/R7X zoning designation, could be relatively tall, gaining a street wall height of 85 feet. These developments could partially impact view corridors toward Manhattan, but they would be in keeping with existing conditions and would not pose a significant adverse impact. Throughout Subareas C, D and E street wall heights under the proposed project would generally become more unified and slightly increased. In the area proposed to be rezoned from M1-3D and M1-1 to M1-2/R5B, M1-2/R5D and M1-2/R6A in Subareas A, C and E, the proposed actions would limit high-rise hotel development by reducing the maximum height of commercial buildings to approximately 2 stories, thereby preserving the residential context of the midblocks. Setbacks would be generally unified and changes in the maximum and minimum FAR for all building types and uses would not significantly impact the urban design and visual resources of the study area. With new developments, general street conditions would likely improve and street furniture enhanced to reflect the larger goals of the proposed project to create transit-oriented mixed-use and residential neighborhoods. Under the guidance of the proposed zoning designations, the future condition with the proposed actions would enhance the general urban design and visual resources of the Dutch Kills neighborhood.

There are four eligible historic properties situated within the rezoning area. Of these, one is not located on or adjacent to any projected or potential development sites and would not be impacted. One is located on Projected Development Site No. 7 and one is located on Potential Development Site No. 155. It is possible that both could be directly impacted by construction activity. In addition, an eligible property is located adjacent to Potential Development Site Nos. 69, 70, 121 and 233. Although it is possible that the visual context of this property could be altered if development were to occur on any of these potential sites, it would not be considered a significant impact because the property is not visually connected to other eligible resources, is not part of a distinct historic district and is not considered to be representative of area architecture.