

A. INTRODUCTION

As described in the DEIS Final Scope of Work, this chapter will examine the proposed actions and their consistency with land use and development trends, zoning regulations, and applicable public policy within the study area. This analysis identifies anticipated changes in land use, zoning, and public policy that are expected to occur independent of the proposed actions by the 2015 Build year, and then assesses any potential adverse impacts to land use, zoning, and public policy associated with the proposed actions. This chapter has been updated since the Draft Environmental Impact Statement to reflect changes to the Reasonable Worst-Case Development Scenario as described in Chapter 1, “Project Description.”

This chapter identifies a primary study area, where the land use effects of the proposed action are direct, and a secondary study area, which is where indirect effects may occur as a result of the proposed actions. Both study areas are established in accordance with the *CEQR Technical Manual* and the Final Scope of Work. The primary study area encompasses the blocks that would be directly affected by the proposed actions (e.g., blocks on which zoning changes and urban renewal designation area proposed) as well as the blocks or portions of blocks in between. For the purposes of this analysis, the secondary study area extends approximately a ½-mile from the primary study area boundary. Both the primary and secondary study areas are shown in Figure 2-1. The primary study area is bounded generally by the Van Wyck Expressway service road on the west; 87th Road and Highland Avenue to the north; 189th, 190th, 191st Streets and Farmers Boulevard on the east; and Waltham Street, 105th, 108th, 109th, Sayres and 110th Avenues to the south. As shown in Figure 2-1, the secondary study area covers an area bounded at its outer limits roughly by 125th Street to the west; the Grand Central Parkway to the north; 201st Street to the east; and Foch and Linden Boulevards to the south.

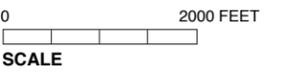
Within the primary study area emphasis is placed on land use and zoning in the area of the proposed Special Downtown Jamaica District (SDJD) and on the blocks proposed for the Jamaica Gateway Urban Renewal Area (JGURA). The analysis also focuses on the following major corridors: Sutphin Boulevard, Jamaica Avenue, Archer Avenue, Hillside Avenue, Guy R. Brewer Boulevard, Merrick Boulevard, and 163rd Street.

Overall, this analysis concludes that the proposed actions are compatible with land uses and zoning and would be consistent with public policy and development trends in the area. The proposed actions would create new opportunities for retail and office development, fostering the continued growth of Downtown Jamaica as a central business district and taking advantage of the area’s excellent mass transit opportunities to create new transit-oriented growth. The proposed actions would also create new residential development opportunities along wide streets while protecting the character of low-density residential neighborhoods. For these reasons, the proposed actions would not result in any significant adverse impacts related to land use, zoning, or public policy.



Primary Study Area Boundary (Project Area)

Secondary Study Area Boundary



B. BACKGROUND AND DEVELOPMENT HISTORY

The rezoning area consists of all or portions of 368 blocks, and includes the current Downtown Jamaica CBD and the adjacent and nearby residential communities of Jamaica, South Jamaica, Hollis, and St. Albans. Downtown Jamaica was a major commercial center for Queens and much of the adjoining portions of Long Island in the earlier part of the 20th Century. The 1969 *Draft Plan for New York City* described Jamaica as the largest retail center in Queens and the “third largest in the metropolitan region.” Through the 1960s, Downtown Jamaica was also an important business center and attracted substantial investment in new homes and apartments. Jamaica’s regional importance was based on its position as a transportation hub for both the Long Island Rail Road (LIRR) and subway and bus lines serving Queens.

As the region became increasingly reliant on auto-transportation, Jamaica’s rail transit infrastructure no longer ensured its prosperity. By the early 1970s Jamaica’s role as a major commercial center had already begun to erode as rival shopping centers opened and drew increasingly larger market shares. Jamaica also suffered a loss of other businesses and a decline in residential investment, relative to other areas in Queens.

Revitalization efforts began in the late 1960s with the formation of the Greater Jamaica Redevelopment Corporation (GJDC) to spur public and private investments in the area. Major public investments over the past three decades have reflected the City’s desire to spur a recovery of the area. These included the demolition of the Jamaica Avenue elevated train in the downtown area and its replacement by the Archer Avenue subway extension, the development of the Jamaica Center Urban Renewal Area, which now includes a new federal office building housing the Social Security Administration, and new courthouses, and the designation of the York College Urban Renewal Area, which has been developed with a new campus for York College. In recent years, additional investments have included the AirTrain light rail service linking the LIRR’s Jamaica Station and adjacent subway station to JFK International Airport, and the nation’s largest and most modern laboratory for the U.S. Food and Drug Administration.

As a result, Downtown Jamaica has stabilized through the collaborative efforts of government, local business, and advocacy organizations. Jamaica Avenue and 165th Street remain important retail streets downtown. A recently completed 400,000-square-foot movie theater/retail complex represents the first major private downtown investment in many years. The renewed interest by the private sector and the cumulative benefits of public sector investments present new opportunities for redevelopment, new markets and economic expansion. Nevertheless, underutilized properties continue to act as a deterrent to private investment.

Current zoning in much of Downtown is outdated and unduly limits reasonable economic growth and expansion of the downtown. With the exception of a small number of sites in the existing urban renewal areas that are now developed, zoning densities are relatively low for an area with exceptional transportation infrastructure. Along with unrealistically high commercial parking requirements and the blighting influence of depressed properties near Jamaica Station, these low densities limit development opportunities along the area’s major thoroughfares. The commercial development potential of Downtown Jamaica established by public investments in improved transit access, government offices and institutional uses, and private-sector interest, particularly in the western portion of Jamaica Center surrounding the new JFK AirTrain complex is restricted by the current low-density zoning. Areas currently zoned C8 and M1 near the transportation hubs and in the downtown area encourage land uses that are incompatible with the adjacent business, institutional, and residential communities. In addition, existing zoning

designations in the Downtown area do not encourage residential development in areas with excellent subway, bus, and train access. In contrast, current zoning in areas just outside of Downtown Jamaica (to the east) allows residential development at inappropriate densities for stable, low-density communities where auto ownership is high and the infrastructure is less able to accommodate housing growth. This existing zoning is not compatible with the qualities that make these communities desirable.

Recent amendments to the *Zoning Resolution* have provided new tools to address longstanding issues of harmonizing new development to the existing built context and allow a broad mix of uses. Among the tools is the use of contextual districts to ensure appropriate scale and character in residential neighborhoods as well as the establishment of special zoning districts for areas with unique planning and land use issues. The currently proposed actions would support the gains of more than three decades of public investment in Downtown Jamaica and promote and guide its future growth.

C. EXISTING CONDITIONS

LAND USE

PRIMARY STUDY AREA

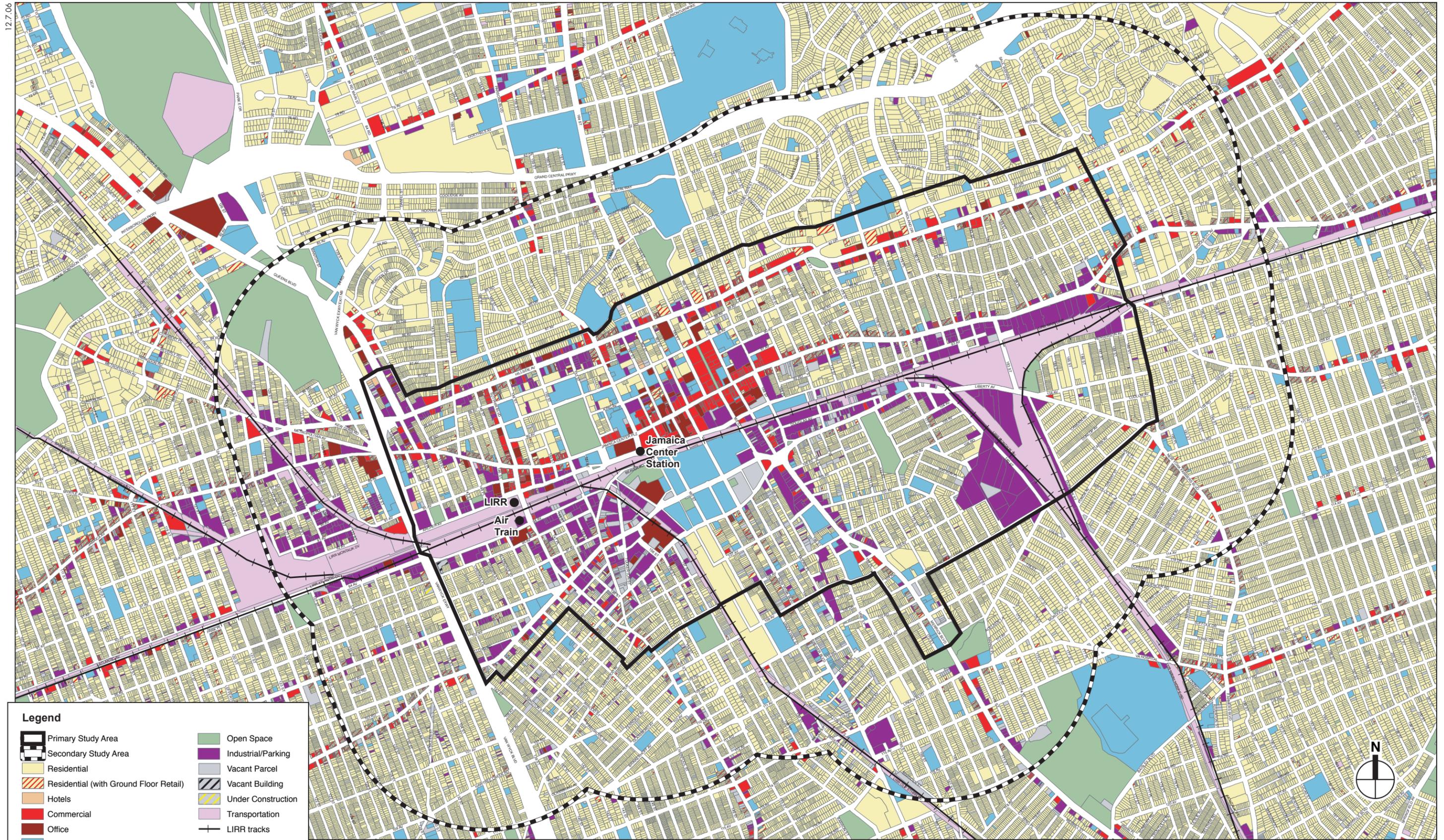
The primary study area, which encompasses the Downtown Jamaica business center as well as portions of the neighborhoods of Hollis, South Jamaica, and St. Albans, is bisected from west to east by the main line tracks of the LIRR and the associated right-of-way. As shown on Figure 2-2, land uses on either side of the railroad tracks are predominantly industrial and include factories, warehouses, salvage yards, and auto repair facilities. A detailed description of uses by analysis area is presented below.

Area of Proposed Special Downtown Jamaica District

As described in Chapter 1, “Project Description,” the proposed Special Downtown Jamaica District (SDJD) would be mapped on all or portions of 71 blocks in the central and western portions of the primary study area. The area of the proposed SDJD includes the Jamaica Center CBD and the Sutphin Boulevard corridor to the north of the LIRR tracks, the Liberty Avenue corridor to the south of the LIRR tracks, and several blocks surrounding the LIRR Jamaica Station and the AirTrain station.

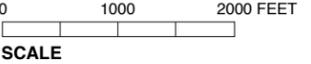
The Jamaica Center CBD is located north of the railroad tracks and is bordered generally by Archer Avenue to the south, Hillside Avenue to the north, Merrick Boulevard to the east, and Sutphin Boulevard to the west. The CBD includes the transportation hubs of the LIRR Jamaica Station and the AirTrain to JFK Airport.

Current uses in the Jamaica Center CBD are dominated by retail, institutional, and office uses with residential uses on the periphery. Within the CBD, retail uses are concentrated along the commercial strips of Jamaica Avenue and along 165th Street, which is a pedestrian mall north of Jamaica Avenue to 89th Avenue. Major retail uses include the recently constructed mall and multiplex theater on Jamaica Avenue between Parsons Boulevard and 160th Street, Gertz Plaza Mall at Jamaica Avenue and Union Hall Street, and the Jamaica Coliseum along the pedestrian Mall on 165th Street. Commercial and government offices are located throughout the CBD.



Legend

	Primary Study Area		Open Space
	Secondary Study Area		Industrial/Parking
	Residential		Vacant Parcel
	Residential (with Ground Floor Retail)		Vacant Building
	Hotels		Under Construction
	Commercial		Transportation
	Office		LIRR tracks
	Institutional		



Major institutional uses within the CBD include important government facilities at the Federal, State, and City levels. Among them are the Civil Court and Surrogate's Court along Sutphin Boulevard, the Queens Family Court on Jamaica Avenue at 153rd Street, the Queens Central Library on Merrick Boulevard, and the United State Postal Service Jamaica Post Office. Other institutional uses include a hospital (Mary Immaculate Hospital, located north of Rufus King Park), as well as several churches and schools. The CBD also includes pockets of residential use in the form of single- and two-family houses and apartment buildings. There are also some larger residential buildings, such as the 14-story Jamaica Towers and the 7-story Shelter Hall and 6-story Park View Apartments residential buildings. At the northern edge of the CBD is Hillside Avenue, which has low- and mid-rise commercial buildings and apartment buildings with retail uses on the ground floor.

Central to the downtown area is the Rufus King Park. This is an 11.5-acre City park that includes the historic Rufus King Manor House as well as both active and passive recreational facilities.

South of the LIRR tracks and north of Liberty Avenue and east of the LIRR Jamaica Station and AirTrain station, the area of the proposed SDJD is characterized primarily by light industrial uses, warehouses, and automotive uses with pockets of residential use. Among the industrial uses east of Sutphin Boulevard are two concrete batching facilities along 95th Avenue. The blocks surrounding Liberty Avenue contain a number of vacant lots and parking lots.

Area of Proposed JGURA

As described in Chapter 1, "Project Description," DCP, in collaboration with the New York City Economic Development Corporation (EDC) and the New York City Department of Housing Preservation and Development (HPD), is proposing the creation of the JGURA, which would consist of three full blocks in the vicinity of the LIRR Jamaica Station, the Jamaica AirTrain, and the Jamaica Center Station (see Figure 1-7). The proposed JGURA would be located within the SDJD and is bounded by Archer Avenue on the north, 95th Avenue on the south, 148th and 150th Streets on the east, and Sutphin Boulevard and Liverpool Street on the west. The LIRR Jamaica Station, on the west, provides rail access to Manhattan, Brooklyn, and numerous stations in Nassau and Suffolk counties, all the way east to Montauk Point. Also to the west is the recently completed Jamaica AirTrain that provides rail access to Kennedy Airport. On the east is the New York City Transit Authority's Jamaica Center Station, which provides access to the F train of the New York City Subway System and a number of bus lines. Land uses in the proposed JGURA area consist primarily of vacant lots, vacant buildings, light industrial uses, and auto body and repair shops. Additionally, there are a few retail uses including a supermarket and some eating and drinking establishments. There are several mixed-use buildings with ground floor retail use and residential use above on the west side of Sutphin Boulevard between 94th and 95th Avenues as well as a 3-family residential building along 95th Avenue.

Hillside Avenue Corridor

Hillside Avenue traverses the northern portion of the primary study area from west to east. The western portion of this corridor and the surrounding area is characterized primarily by commercial and auto-related uses. Queens Boulevard and the segment of Hillside Avenue west of 146th Street are lined with commercial and auto-related uses, including gas stations, repair shops, and car dealerships. Along the Van Wyck Expressway, which forms the western boundary of the primary study area, are several gas stations, a Con Ed substation, a hotel, a bank, and a mosque, as well as a handful of small residential buildings.

Further east, Hillside Avenue has a mix of retail buildings, office buildings, and mixed-use buildings with residential use on the upper floors and storefronts on the ground floor. To the east of the Jamaica Center CBD and north of the LIRR tracks, the primary study area includes part of the residential neighborhood of Hollis. This area consists primarily of one- and two-family detached houses, with multifamily apartment buildings concentrated along Hillside Avenue. There are several community facilities, including schools and medical offices, most of which are located along or near Hillside Avenue. Retail businesses serving the neighborhood are concentrated along Hillside Avenue.

Jamaica Avenue Corridor

Jamaica Avenue runs west to east across the primary study area. As described above, the portion of Jamaica Avenue that runs through the CBD and the proposed SDJD area is commercial in character, with a nearly continuous strip of retail and office uses. Rufus King Park is located on the north side of Jamaica Avenue 150th and 153rd Streets. This 11.5-acre park features handball courts, paved walkways, a dog run, a field house, baseball/softball fields, landscaping, and benches. It also includes a historic resource, the Rufus King House, which is accessible to the public for tours.

To the west of the CBD, from Sutphin Boulevard to the Van Wyck Expressway, Jamaica Avenue has a mix of residential and commercial uses. This area is characterized by apartment buildings and single- and two-family houses. Jamaica Avenue is lined with commercial uses including stores, gas stations, a car dealership, and a hotel as well as residential buildings with commercial storefronts.

East of the CBD, Jamaica Avenue extends into the residential neighborhood of Hollis. In this area, the corridor contains retail buildings and residential buildings with ground floor retail use. Further east, from 179th Place to the eastern edge of the primary study area, Jamaica Avenue, as well as the area to the south along the LIRR tracks, is predominantly industrial. Industrial uses in this area include a concrete batching plant east of 183rd Street.

Archer Avenue Corridor

Archer Avenue runs west to east across the western portion of the primary study area immediately to the north of the LIRR tracks and right-of-way. From the Van Wyck Expressway to Sutphin Boulevard, land use along the corridor is primarily industrial. Howard Von Dohlen Park occupies a block on the north side of Archer Avenue near the western edge of the primary study area between Archer and 91st Avenues. East of Sutphin Boulevard, in the CBD area, Archer Avenue is lined with a mix of industrial, automotive, retail, and commercial uses.

Sutphin Boulevard Corridor

Sutphin Boulevard runs north to south through the western portion of the primary study area. Most of this corridor is within the proposed SDJD area. North of the LIRR tracks, Sutphin Boulevard has a mix of retail, office, and institutional uses. Major institutional uses along this stretch of the corridor include the Civil Court and Surrogate's Court on the north and south sides of 89th Avenue. The LIRR Jamaica Station and the AirTrain to JFK Airport are located at Sutphin Boulevard between Archer and 94th Avenues. To the south of the LIRR tracks, Sutphin Boulevard is lined with a mix of residential, commercial, and industrial uses. Here there are light industrial uses, parking lots, garages, and commercial buildings interspersed with small residential buildings, many of which contain ground floor retail uses. Two concrete batching plants are located a block east of Sutphin Boulevard along 148th Street just south of Liberty

Avenue near to existing residential uses. To the east of these concrete batching facilities is a mix of residences, vacant land, and other industrial uses.

163rd Street/Guy R. Brewer Boulevard Corridor

163rd Street runs north to south through the Jamaica Center CBD and the proposed SDJD area. Between Jamaica and 89th Avenues, this corridor is lined with retail uses and apartment buildings as well as a parking garage. North of 89th Avenue, 163rd Street is predominantly residential, with 2- to 3-story attached and semi-attached houses and apartment buildings.

South of the Jamaica Center CBD and the LIRR tracks, 163rd Street becomes Guy R. Brewer Boulevard, which runs through the York College campus and the South Jamaica neighborhood to the south. Immediately south of the LIRR tracks is York College, which is part of the City University of New York (CUNY) system. The York College campus includes several academic buildings, a performing arts center, a health and physical education building, athletic fields, and a U.S. Food and Drug Administration Laboratory. The campus also includes three cemeteries as well as a church that is being rebuilt as a childcare center. At the southeastern corner of the campus are two large vacant lots.

To the south of York College is the neighborhood of South Jamaica. Directly south of York College across South Road are the South Jamaica Houses, a public housing complex run by the New York City Housing Authority (NYCHA). This complex consists of several blocks of 3- to 7-story apartment buildings extending south the Brinkerhoff Avenue. East of the South Jamaica Houses is a mix of one- and two-family residential buildings, walk-up apartment buildings, and vacant lots. Guy Brewer Boulevard, the area's main retail strip, is lined with mixed-use buildings with storefronts on the ground floor and residential use above.

To the west of York College and south of the LIRR tracks is an industrial area housing businesses such as warehouses, automotive products dealers and repair shops, construction supply companies, and food wholesalers. Interspersed among the industrial and automotive uses are vacant lots, parking lots, and clusters of one- and two-family residential buildings. Further west, at the southwestern edge of the study area, land use is primarily residential, with a mix of one- and two- family detached and semi-detached homes and several walkup apartment buildings.

Merrick Boulevard Corridor

Merrick Boulevard runs north-south through the primary study area. The northern portion of Merrick Boulevard, which is within the Jamaica Center CBD and the proposed SDJD area, is lined with commercial and institutional uses. South of the LIRR tracks to 109th Avenue, Merrick Boulevard is dominated by automotive uses. These include repair shops, gas stations, and car dealerships. Further south, Merrick Boulevard is characterized primarily by community facility uses, including churches and a hospital, and retail use. East of Merrick Boulevard is a neighborhood of one- and two- family detached and semi-detached houses with vacant lots interspersed. This area is served by Detective Keith Williams Playground, which extends approximately four blocks south of Liberty Avenue between 172nd and 173rd Streets.

Further to the east, at the southeastern edge of the primary study area, the Montauk line of the LIRR branches off to the south along 180th Street from the main line. On either side of these rail tracks are industrial uses including warehousing, distribution, manufacturing, and construction-related businesses. Industrial uses along Liberty Avenue near 177th Street include up to three

concrete batching plants that are within about a block of the existing residential neighborhood south of Liberty Avenue.

To the east of the LIRR Montauk line tracks is the residential neighborhood of St. Albans. The portion of this neighborhood that lies within the primary study area is almost entirely residential. It is comprised mainly of single family detached houses with some two-family houses and as well as a few blocks of small walk-up apartment buildings.

Residential Neighborhoods

As stated above, the primary study area includes the residential communities of South Jamaica, St. Albans, and Hollis. To the east of the Jamaica Center CBD and north of the LIRR tracks is the Hollis neighborhood. This area consists primarily of one- and two-family detached houses, with multifamily apartment buildings concentrated along Hillside Avenue. There are several community facilities, including schools and medical offices, most of which are located along or near Hillside Avenue.

The South Jamaica neighborhood comprises the area south of York College. This neighborhood includes a mix of one- and two-family buildings, apartment houses, and the public housing complex of the South Jamaica Houses. To the east of the LIRR Montauk line tracks is the residential neighborhood of St. Albans. The portion of this neighborhood that lies within the primary study area is almost entirely residential. It is comprised mainly of single family detached houses with some two-family houses and as well as a few blocks of small walk-up apartment buildings.

Site Proposed for Disposition

Under the proposed actions, one site is proposed for disposition (Block 10209, Lot 115). This site is about one acre in size (45,000 square feet) and currently has a garage structure used by the New York City Police Department (NYPD). The site is located on the east side of 168th Street, between Jamaica and Archer Avenues.

SECONDARY STUDY AREA

The secondary study area covers a half-mile distance from the boundary of the primary study area and includes portions of the residential neighborhoods of Briarwood, Jamaica Hill, Jamaica Estates, Holliswood, St. Albans, and Kew Gardens.

The secondary study area north of the rezoning area consists primarily of single family detached houses of 2 to 3 stories with institutional uses that include schools, churches, and hospitals. The neighborhood of Briarwood, located north of Hillside Avenue and east of the Van Wyck Expressway, also includes a number of 6-story apartment buildings. The segment of Queens Boulevard that runs through Briarwood is lined with commercial uses including strip malls and small office buildings. Major institutional uses in Briarwood include Archbishop Molloy High School, P.S. 117 (J. Keld Briarwood School), J.H.S. 217 (R.A. Van Wyck), and New York-Presbyterian's Silvercrest Center for Nursing and Rehabilitation.

East of Briarwood is the residential neighborhood of Jamaica Hill, which is also characterized predominantly by 2- to 3-story single family detached houses. Commercial uses in the neighborhood are concentrated along Parsons Boulevard between 85th Avenue and Grand Central Parkway. The major institutional uses in this area are Hillcrest High School, Thomas Edison High School, and Jamaica High School. St. John's University is located just outside the secondary study area across the Grand Central Parkway.

At the northeastern edge of the secondary study area are the neighborhoods of Jamaica Estates and Holliswood which consist mainly of 1- to 2-story single-family detached houses on large lots. Two complexes of 2-story garden apartments are located two blocks north of Hillside Avenue along either side of Marengo Avenue. Institutional uses in the area include Holliswood Hospital, the Mary Lewis Academy, and several churches and temples.

Open space resources in the northern portion of the secondary study area include Hoover Playground in Briarwood and Captain George H. Tilly Memorial Park in Jamaica Hill.

To the west of the primary study area, across the Van Wyck Expressway, are the neighborhoods of Kew Gardens, Richmond Hill, and Ozone Park. Kew Gardens and Richmond Hill, located north of the LIRR tracks along Atlantic and 94th Avenues, are defined mainly by residential use. Residential buildings include a mix of single and two-family detached houses, semi-detached houses, and apartment buildings. Jamaica Avenue is characterized primarily by residential buildings with retail uses on the ground floor. Industrial and auto-related uses are located along the LIRR tracks. Maple Grove Cemetery is located at the northwestern edge of the secondary study area between the Van Wyck Expressway and Kew Gardens Road.

Ozone Park, located to the south of the LIRR tracks, is comprised mainly of two-story single family detached houses. The neighborhood's main commercial strip is along Liberty Avenue, which is lined with attached residential buildings with ground floor retail use. Additionally, clusters of commercial uses are located along 101st Avenue.

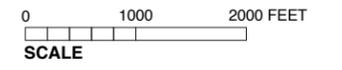
East of the Van Wyck Expressway, the South Jamaica neighborhood extends from the primary study area into the secondary study area. Residential land use dominates the area, and most housing takes the form of detached single family dwellings. Several community facilities, including churches, schools, and senior citizen housing are found in the neighborhood, long with a number of vacant lots interspersed among the residential buildings. Along the Van Wyck Expressway between 106th Avenue and 142nd Street is the Norelli Hargraves Playground. The other major recreational resource in the area is Marconi Park, located adjacent to P.S. 48 along 108th Avenue. Sutphin Boulevard is the focus of commercial and institutional use in the area. Commercial uses along Sutphin Boulevard include stores, restaurants, and gas stations, and institutional uses include several churches. A few retail uses and several churches are concentrated along Guy Brewer Boulevard. At the southern edge of the primary study area along Guy Brewer Boulevard and 115th Avenue is a large parking facility for a bus company.

The residential neighborhood of St. Albans covers the southeastern portion of the secondary study area. Single-family detached and semi-detached houses dominate the area. Commercial uses are concentrated along Merrick Boulevard, which has a few small strip malls, and Farmers Boulevard, which has retail uses on the ground floor with residential use above. Major open spaces in the area include St. Albans Park and Roy Wilkins Southern Queens Park. Just outside the secondary study area is St. Albans Veterans Care Facility.

ZONING

PRIMARY STUDY AREA

The primary study area is zoned with low- and medium-density commercial and residential districts as well as light industrial districts (see Figure 2-3). As shown in Table 2-1, most of the land in the area to be rezoned is currently zoned for residential use. Approximately 222 acres are zoned for commercial use and 138 for manufacturing. Table 2-2 presents the allowable



- Primary Study Area Boundary
- Secondary Study Area Boundary
- Zoning District Boundary
- C1-2 Overlay
- C1-3 Overlay
- C1-4 Overlay
- C2-2 Overlay
- C2-3 Overlay
- C2-4 Overlay

development densities in the commercial and industrial zoning districts of the area. As shown in that table, the allowable development densities permitted in the commercial districts, which range from 1.0 to 4.0 in most of the commercial districts, are relatively low for a central business district with excellent mass transit access. In addition, the allowable development in the existing residential districts that are mapped in many locations (see Table 2-3) allow development that is out of scale with the existing residential communities.

**Table 2-1
Land Area by Existing Zoning**

District Type	Land Area (Acres)
Residential	418
Commercial/Mixed-Use	222
Industrial	138
Total	778 acres
Sources: NYC Department of City Planning, January 2006.	

**Table 2-2
Existing Commercial and Industrial Zoning Districts**

District	Type	Use Groups	Maximum FAR
C1-2 overlay	Neighborhood Commercial	1-6	1.0: R1 - R5 2.0: R6 - R10
C2-2 overlay	Neighborhood Commercial	1-9, 14	1.0: R1 - R5 2.0: R6 - R10
C2-4 overlay	Neighborhood Commercial	1-9, 14	1.0: R1 - R5 2.0: R6 - R10
C4-2	General Commercial	1-6; 8-10; 12	3.4 (C); 2.43 (R)
C4-5X	General Commercial	1-6; 8-10; 12	4.0 (C); 5.0 (R)
C4-6	General Commercial	1-6; 8-10; 12	3.4 (C); 10.0 (R)
C6-1	General Central Commercial	1-12	6.0 (C); 3.44 (R)
C6-1A	General Central Commercial	1-12	6.0 (C); 2.43 (R)
C8-1	Heavy Commercial/Automotive	4-14, 16	1.0 (C, M); 2.4 (CF)
M1-1	Light Industrial	4-14, 16-17	1.0 (M, C); 2.4 (CF)
M1-4	Light Industrial	4-14, 16-17	2.0 (M, C); 6.5 (CF)
M1-5	Light Industrial	4-14, 16-17	5.0 (M, C); 6.5 (CF)
Notes: C = Commercial Use; M = Manufacturing; CF = Community Facility; R = Residential			
Sources: New York City Zoning Resolution, January 2006.			

The Jamaica Center CBD is zoned primarily with commercial districts, including C4-2, C4-6, C6-1, C6-1A, and C4-5X (see Figure 2-3 and Table 2-2). C4 districts are mapped for major commercial centers and permit uses such as department stores, theaters, and other commercial uses that serve a broad area. C6 districts are generally mapped in central business districts and permit a wide range of commercial uses including offices, large hotels, entertainment facilities, and retail stores. C4 and C6 districts allow residential and community facility uses in addition to commercial uses.

Light industrial districts are mapped along and south of the LIRR right-of-way. An M1-1 light industrial district is mapped along the LIRR tracks throughout the entire primary study area. The M1-1 district extends one to two blocks north of Archer Avenue to the west of Sutphin Boulevard and east of 177th Street. M1-1 districts cover a larger area to the south of the LIRR tracks to the west of York College, along Merrick Boulevard, and along 100th Street. M1-1 districts permit commercial and light industrial uses with a maximum FAR of 1.0 and many community facility uses with a maximum FAR of 2.4. Residential use is not permitted in M districts.

**Table 2-3
Existing Residential Zoning Districts**

District	Residential Building Type	Max. FAR	Minimum Lot Width	Minimum Lot Area	Maximum Street Wall Height	Maximum Building Height
R1-2	Detached single-family	R: 0.5 CF: 1.0	60'	5,700 sf	25'	N/A
R2	Detached single-family	R: 0.5 CF: 1.0	40'	3,800 sf	25'	N/A
R3A	Detached and semi-detached 1- and 2-family	R: 0.5 + 0.1* CF: 1.0	25'	2,375 sf	21'	35'
R3-2	All types, including apartments	R: 0.5 + .01* CF: 1.0	40' (Detached); 18' (Semi-Detached)	3,800 sf (Detached), 1,700 sf (Other)	21'	35'
R4	All types	R: 0.75 + 0.15* CF: 1.0	40' (Detached); 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	25'	35'
R4A	Detached Residences – 1 & 2 Family	0.75 + 0.15*	30'	2,850 sf	21'	35'
R4-1	Detached & Semidetached - 1 & 2 Family	0.75 + 0.15*	25' (Detached); 18' (Other)	2,375 sf (Detached); 1,700 sf (Other)	25'	35'
R5	All types	R: 1.25 CF: 2.0	40' (Detached) 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	30'	40'
R6	All types	R: 2.43** CF: 4.8	40' (Detached) 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	60'	N/A
R6B	All types	R, CF: 2.0	40' (Detached); 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	40'	50'
R6A	All types	R, CF: 3.0	40' (Detached); 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	60'	70'
R7-2	All types	R: 3.44** CF: 6.50	40' (Detached) 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	60'	N/A

Notes:

* Attic allowance

** Under the Quality Housing program, R6 districts permit a maximum of 3.0 FAR on wide streets and 2.0 FAR on narrow streets and R7 districts permit a maximum of 4.0 FAR on wide streets and 3.0 FAR on narrowstreets.

Sources: New York City Zoning Resolution, January 2006.

There is a pocket of M1-5 zoning just north of the LIRR tracks along 168th Street, and a portion of a block zoned M1-4 south of the tracks along 158th Street. M1-4 and M1-5 districts permit the same uses as M1-1 districts but with higher densities and no parking requirements.

C8-1 districts are mapped in the northern portion of the primary study area along Queens Boulevard and the western portion of Hillside Avenue and in the southern portion of the primary study area along the eastern side of Merrick Boulevard. C8-1 districts allow for automotive and other heavy commercial uses at a maximum FAR of 1.0. Residential use is not permitted in C8 districts.

The primary study area encompasses a variety of residential zoning districts that permit uses ranging from detached single family homes to medium-density apartment buildings (see Table 2-3). The residential areas to the east and west of the Jamaica Center CBD are mapped R6, a medium-density residential district that permits single- and two-family houses and apartment buildings of heights generally ranging from 3 to 12 stories.

R5, R4, and R3-2 districts are mapped across most of the remaining sections of the primary study area. These districts permit single- and two-family houses as well as apartment buildings at various densities (see Table 2-3). At the outer edges of the primary study area are R1, R2, R3A, R4A, and R4-1 districts, which are low-density residential districts that do not permit apartment buildings. R1 and R2 districts permit only detached single-family residences, while R4A allow detached single- and two-family residences. R3A and R4-1 districts allow both detached and semi-detached one- and two-family dwellings. Community facility uses are also allowed in all residential districts.

C1 and C2 commercial overlays are mapped along the main retail strips within the residential areas of the primary study area. These include Jamaica Avenue, Hillside Avenue, and portions of Merrick Boulevard, Guy R. Brewer Boulevard, 177th Street, and 150th Street. C1 commercial overlays accommodate retail and personal service businesses that serve the local neighborhood, while C2 overlays allow a wider range of commercial uses that serve a larger geographic area. (see Table 2-1).

Area of Proposed Special Downtown Jamaica District (SDJD)

To the north of the LIRR tracks, in the Jamaica Center CBD, this area is currently zoned primarily with commercial districts, including C4-2, C4-5X, C6-1, and C6-1A. A small M1-5 industrial district is mapped along 168th Street. Along and to the south of the LIRR tracks, on the blocks surrounding the LIRR and AirTrain stations and Liberty Avenue, the area is zoned for industrial use and includes M1-1 and M1-4 districts.

Area of Proposed JGURA

The area for which the JGURA is proposed is currently zoned M1-1 for light industrial use.

Hillside Avenue Corridor

The western portion of Hillside Avenue is zoned predominantly C8-1 for automotive and heavy commercial uses. East of Parsons Boulevard, this corridor is mapped with residential districts and C2-2 and C2-4 commercial overlays. The residential districts along Hillside Avenue include R6, R5, and R3-2.

Jamaica Avenue Corridor

Within the CBD area, Jamaica Avenue is zoned C4-2, C6-1, and C6-1A. In the residential neighborhood to the west, this corridor is zoned R6 with a C2-2 commercial overlay. To the east of the CBD, in the residential neighborhood of Hollis, Jamaica Avenue is zoned R6, R4, and R3-2 with C2-2 overlays. The southern side of Jamaica Avenue from 177th Place to 187th Place is zoned M1-1.

Archer Avenue Corridor

West of Sutphin Boulevard, Archer Avenue is zoned M1-1. At Sutphin Boulevard, this corridor is zoned C4-2 and C4-6. East of 150th Street, within the CBD, C6-1 and C6-1A districts are

mapped along the northern side of Archer Avenue while an M1-1 district is mapped on the southern side.

Sutphin Boulevard Corridor

The portion of Sutphin Boulevard north of the LIRR tracks and within the CBD is zoned C4-2. South of the LIRR tracks, most of the portion of Sutphin Boulevard that falls within the primary study area is zoned M1-1. Toward the southern edge of the primary study area, this corridor is zoned with R4 and R6 districts with C2-2 commercial overlays.

163rd Street Corridor/Guy R. Brewer Boulevard Corridor

The 163rd Street corridor is zoned C4-2 from Jamaica Avenue to 89th Avenue. North of 89th Avenue, 163rd Street is zoned R6. There is a C2-2 commercial overlay where it meets Hillside Avenue.

The York College area, from the LIRR tracks to Liberty Avenue, Guy R. Brewer Boulevard is zoned R6, a residential district that permits institutional and community facility uses. South of Liberty Avenue, in the South Jamaica neighborhood, this corridor is zoned R4. C1-2 commercial overlays cover several block frontages along this stretch.

Merrick Boulevard Corridor

From the LIRR tracks to 109th Avenue, Merrick Boulevard is zoned M1-1 and C8-1 for industrial and heavy commercial and automotive use. A block between Hendrickson Place and 107th Avenue is zoned R7-2. South of 109th Avenue, this corridor is zoned with R4 and R3-2 residential districts with a C1-2 commercial overlay.

Site Proposed for Disposition

The 45,000-square-foot site proposed for disposition by the City is currently zoned M1-5 for industrial use.

SECONDARY STUDY AREA

The secondary study area is zoned primarily for low-density residential use, with commercial overlay districts along key commercial streets. R1 and R2 districts, which permit only detached single-family residences, are mapped in the northern portion of the secondary study area in Jamaica Hills, Jamaica Estates, and Holliswood and in the southeastern portion of the study area in St. Albans. In June 2006, a DCP-sponsored rezoning of a portion of the Jamaica Hills neighborhood was rezoned. In an area roughly bounded by the Union Turnpike on the north, 168th and 170th Streets on the east, Highland Avenue on the south, and Parsons Boulevard on the west, this rezoning replaced R2 and R4 districts with R2A, R3A, R3-2, R4-1, R4B, R4A, and R5D districts.

R3A and R4-1 districts, which allow detached and semi-detached one- and two-family dwellings, are mapped in parts of Briarwood and Kew Gardens. R3X and R4A districts, which are mapped in Kew Gardens, Briarwood, and Jamaica Hills, permit detached one- and two-family houses.

Zoning districts that permit apartment buildings in addition to one- and two-family houses are located in many sections of the secondary study area. These include R5, R4, and R3-2 districts, which are mapped throughout the secondary study area. R6, R6A, and R6B districts (see Table 2-2), which typically include row houses and apartment buildings, are mapped in Kew Gardens and Briarwood.

At the northwestern edge of the secondary study area in Kew Gardens is an R7A district, which permits apartment buildings with a height of up to 80 feet and a maximum FAR of 4.0.

C1 and C2 commercial overlays, which allow neighborhood-scale retail and personal services uses, are mapped within residential districts on commercial streets in the secondary study area including Queens Boulevard in Briarwood; Hillside and Jamaica Avenues in Kew Gardens; 101st Avenue in Richmond Hill; Liberty Avenue in Ozone Park; Sutphin and Merrick Boulevards in South Jamaica; Farmers Boulevard in St. Albans; and Jamaica Avenue in Hollis.

The secondary study area also encompasses commercial and industrial districts along and west of the Van Wyck Expressway. A C4-3 district, which allows offices as well as retail uses such as shopping centers, is mapped between the Van Wyck Expressway and Queens Boulevard in Briarwood. The C4-3 district permits commercial uses at a maximum FAR of 3.4 as well as residential uses at a maximum FAR of 2.43 (or 3.0 under Quality Housing on a wide street). In Kew Gardens, an M1-1 district, which allows light industrial uses, is mapped along and north of the LIRR tracks.

PUBLIC POLICY

PRIMARY STUDY AREA

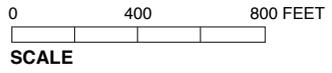
There are a number of public policy initiatives aimed at stimulating economic development and neighborhood revitalization within the primary study area. These include three urban renewal areas (URAs), a New York State Empire Zone, a New York City In-Place Industrial Park, and several Business Improvement Districts. Each of these is described below. Additional detail on these policies is provided in Chapter 3, “Socioeconomic Conditions.”

Urban Renewal Areas

The URA’s encompassed by the primary study area are the Jamaica Center URA, the York College URA, and the South Jamaica I URA (see Figure 2-4). URAs are planned and administered by HPD and each is governed by an Urban Renewal Plan (URP), which defines the area's boundaries and specifies a land use plan and guidelines by which the URA sites are to be redeveloped.

Jamaica Center Urban Renewal Area. The Jamaica Center I URA, established in 1969 and last amended in 1985, encompasses the block bounded by Jamaica Avenue, 160th Street, Archer Avenue, and Twombly Place. This URA site has been fully built out with a mall and multiplex theatre. The Jamaica Center II URA, established in 1971, is bounded by Jamaica Avenue to the north, Twombly Place to the east, Archer Avenue to the south, and 150th Street to the west. This portion of the Jamaica Center URA is also fully built out with institutional buildings (including the Queens Family Court and Social Security Administration buildings), a mall and multiplex, and a parking garage.

York College Urban Renewal Area. The York College Urban Renewal Area, designated in 1968 and amended in 1974 and 1996, encompasses the area generally bounded by the LIRR tracks to the north, 165th Street to the east, South Road to the south, and 158th Street to the west. The URA was intended to facilitate the redevelopment of a blighted area with institutional, laboratory, and office uses. This URA has been built out with the exception of two large vacant parcels at its southeastern edge that are bounded by Liberty Avenue, 165th Street, Guy Brewer Boulevard, and South Road.



Urban Renewal Areas in Primary Study Area
Figure 2-4

South Jamaica I Urban Renewal Area. The South Jamaica I Urban Renewal Area was designated in 1971 and has been amended six times, most recently in 2006. This URA is bounded generally by South Road and the Long Island Railroad right-of-way on the north; Merrick Boulevard, 167th Street, and Sutphin Boulevard on the east; Linden Boulevard, 116th Avenue, and Rockaway Boulevard on the south; and 147th Street, Sutphin Boulevard, and 150th Street on the west. The URA seeks to redevelop the area with residential, commercial, and light industrial uses as well as public open space.

South Jamaica Empire Zone

The primary study area encompasses nearly the entire South Jamaica Empire Zone (see Figure 2-5). Empire Zones (EZs) are designated areas throughout New York State that offer special incentives to encourage economic and community development, business investment, and job creation. Businesses can be eligible for sales tax exemption, property tax credits, and business tax credits for businesses locating and expanding in EZs. The South Jamaica EZ was established in 1987 and covers an area of approximately 1 square mile.

Jamaica Industrial Business Zone (IBZ)

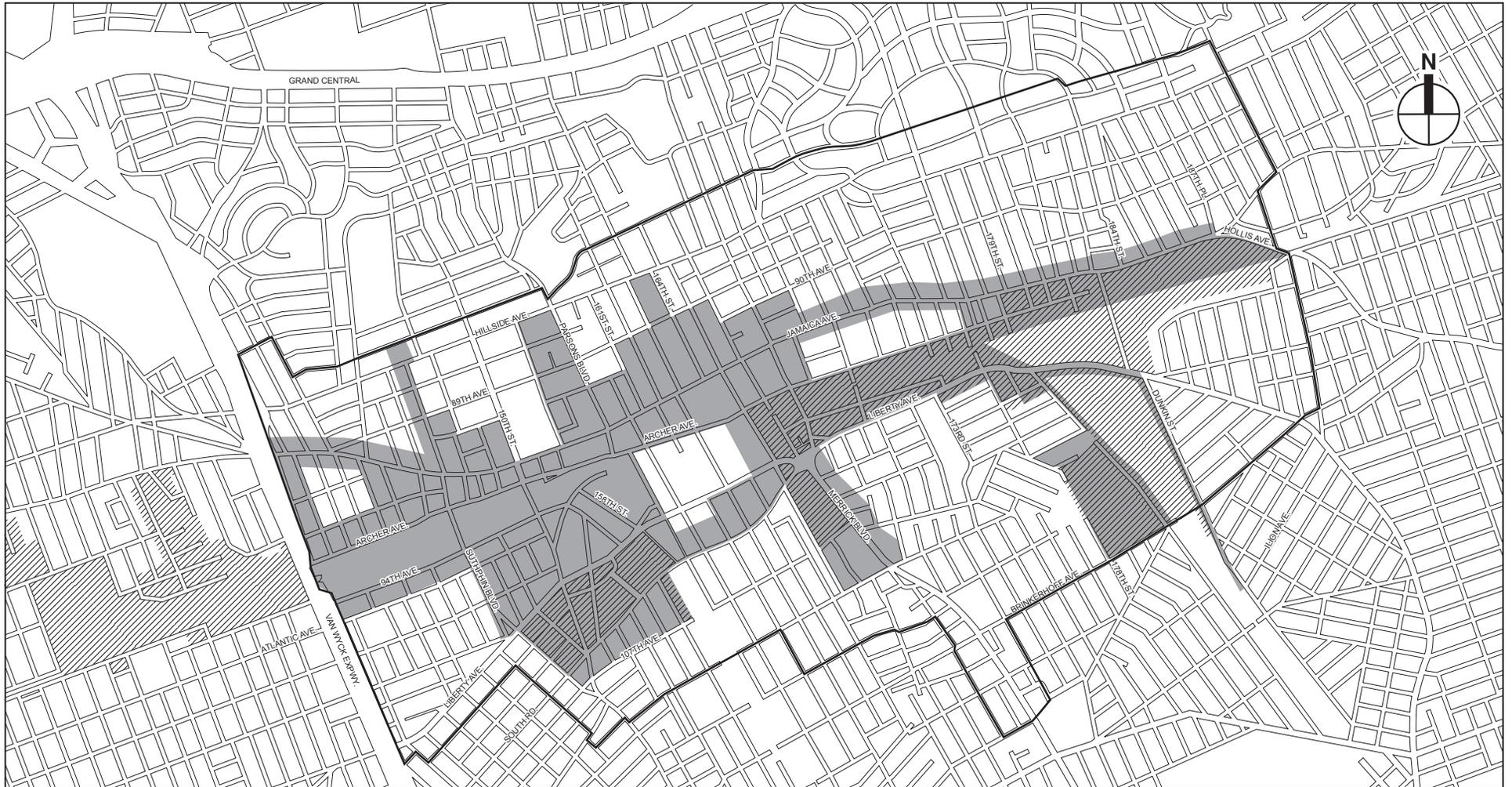
The primary and secondary study areas encompass the Jamaica Industrial Business Zone (IBZ), one of 16 IBZs established throughout the city in April 2006. The IBZs represent areas in which the City will provide expanded assistance services to industrial firms in partnership with local groups. In addition, IBZs reflect a commitment by the City not to support the re-zoning of industrial land for residential use within these areas. To create an incentive for industrial and manufacturing businesses to locate within IBZs, a one-time relocation tax credit of up to \$1,000 per employee is available. Figure 2-5 provides a map of the Jamaica IBZ.

Business Improvement Districts

The primary study area includes four of New York City's 52 Business Improvement Districts (BIDs). BIDs, which are funded by assessments on property owners within the area and overseen by the city's Department of Small Business Services, are public/private partnerships that deliver supplemental services including sanitation and maintenance, public safety and visitor services, marketing and promotional programs, capital improvements and beautification in designated areas. The Jamaica Center Improvement Association, the 165th Street Mall Improvement Association, the 180th Street District Management Association, and the Sutphin Boulevard BID are all Business Improvement Districts that operate within the primary study area.

Vision for Jamaica Center

In 2000, GJDC released the *Vision for Jamaica Center*, a report that set forth a planning framework for commercial development and transportation improvements for the Downtown Jamaica area. The report proposed traffic, transit, and streetscape improvements to complement and support future development in the area. The plan envisioned an "airport village" with offices, hotels, and retail linked to JFK Airport. The *Vision for Jamaica Center* plan was updated in 2004 in response to changing market conditions. The updated plan recognizes the increased potential for the area to attract regional retail development as well as new residential development. The plan calls for the redevelopment of the blocks surrounding the LIRR/AirTrain station, which currently house blighting uses and serve as a deterrent to investment in the area. Additionally, the plan recommends that cultural tourism in the area be promoted and that state and federal funding for brownfields redevelopment be pursued.



-  Primary Study Area Boundary
-  South Jamaica Empire Zone
-  Jamaica Industrial Business Zone



Jamaica Industrial Business Zone
 South Jamaica Empire Zone
 Figure 2-5

SECONDARY STUDY AREA

Public policy for the northern and western portions of the secondary study area has recently focused primarily on using zoning changes to preserve the built character of existing low-density neighborhoods while fostering higher densities at appropriate locations near mass transit. The Jamaica Hill neighborhood in the northern portion of the secondary study area was rezoned in October of 2004 with districts that will ensure that new development is consistent in scale with the existing one- and two-family detached houses. In the western portion of the secondary study area, parts of the neighborhoods of Kew Gardens and Richmond Hill were rezoned in March of 2005. The area just south of Maple Grove Cemetery was downzoned to reflect existing built conditions, while the permitted density was increased slightly along Jamaica Avenue to direct growth to this corridor.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

LAND USE

PRIMARY STUDY AREA

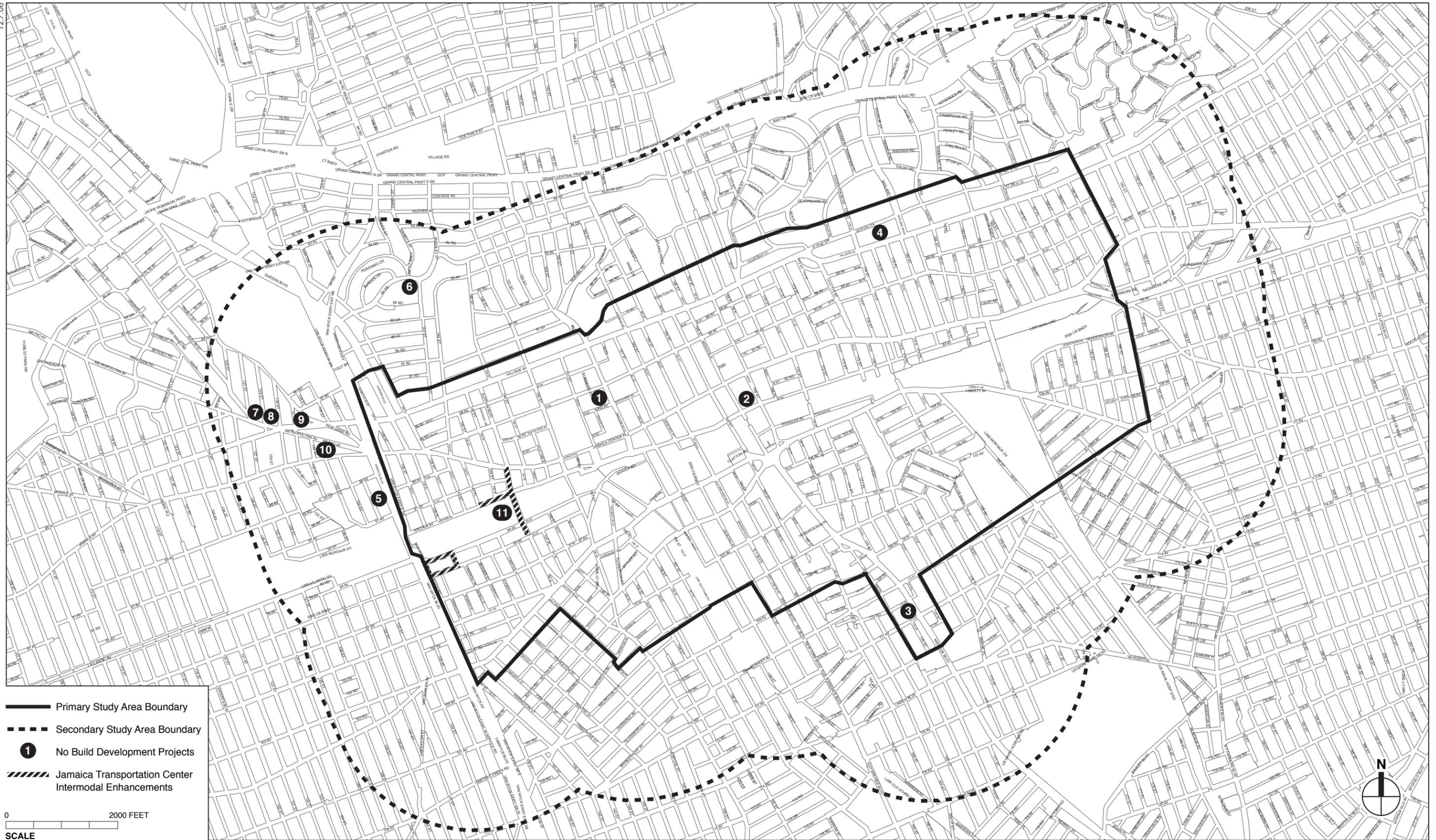
In the future without the proposed actions, it is anticipated that the proposed project area would experience modest growth in commercial, manufacturing, and residential uses. Most of this growth is expected to include further development of local retail space and residential development in existing low-density residential communities.

There are also several major development projects that are proposed in the primary study area in the future absent the proposed actions (see Figure 2-6 and Table 2-4). A private developer has proposed to create approximately 360 residential units, 42,800 square feet of retail space, 19,400 square feet of community facility space, and parking for 190 cars on the 2-acre former Queens County Courthouse site at 89th Avenue and Parsons Boulevard in the Jamaica Center CBD. It is expected that the developer will apply to rezone the property from C4-2 and R6 to C4-5X to facilitate this development. This proposal also requires the disposition of City property.

Also in the Jamaica Center CBD, a 225,590 square foot Home Depot building is under construction on the northern side of 93rd Avenue between Merrick Boulevard and 168th Street. The building will be one story with 221 parking spaces on the roof.

At the southern edge of the primary study area along Merrick Boulevard between 110th Road and 111th Avenue, a housing development (AME Development) is under construction. The 4-story development will include 54 affordable housing units, ground floor retail space, and 52 parking spaces below grade. Also within the study area, a small medical office expansion is expected at Wexford Terrace.

In addition to the above residential and commercial projects, GJDC plans to undertake several transportation and streetscape improvements in the Jamaica Center area. The Jamaica Transportation Center Intermodal Enhancements and Atlantic Avenue Extension project includes the redesign of three target areas: (1) Archer Avenue between 144th Place and 148th Street, titled "Station Plaza"; (2) the block bounded by 94th Avenue, 95th Avenue, 138th Place (Rose Avenue) and the Van Wyck Expressway (VWE), titled the "Atlantic Avenue Extension"; and (3) the area below the LIRR viaduct on Sutphin Boulevard, titled the "Sutphin Underpass."



-  Primary Study Area Boundary
-  Secondary Study Area Boundary
-  No Build Development Projects
-  Jamaica Transportation Center Intermodal Enhancements

0 2000 FEET
SCALE

Development Projects in the Future
Without the Proposed Actions

Figure 2-6

Table 2-4
Development Projects in the Future Without the Proposed Actions

Map No.	Name	Location	Housing Units	Retail Floor Area	Community Facility Floor Area
1	Jamaica Courthouse Redevelopment	Parsons Blvd. and 89th Ave.	360	42,800	19,400
2	Home Depot	Archer Ave. and 168th St.	--	225,590	--
3	AME Development	Merrick Blvd. between 110th Rd. and 111th Ave.	54	10,000	--
4	Apartments w/ medical office	South side of Wexford Terrace between 178 St and Midland Pkwy	24	--	8,000
5	Jamaica Hospital Nursing Home	134th St. between 89th and 91st Avenues	--	--	121,000
6	Apartment building	Southwest corner of 84th Dr and 143rd St	15	--	--
7	Kew Gardens projected site 3	Metropolitan Avenue and 127th Street	33	15,500	--
8	Kew Gardens projected site 4	Metropolitan Avenue and 130th Street	30	14,240	--
9	Kew Gardens projected site 5	Hillside Avenue and 131st Street	21	10,000	--
10	Kew Gardens projected site 6	Jamaica Avenue to the south and 132nd Street	25	12,000	--
11	Jamaica Transportation Center Intermodal Enhancements	Archer Avenue between 144th Place and 148th Street, block bounded by 94th and 95th Avenues, 138th Place and the Van Wyck Expressway, and the area below the LIRR viaduct on Sutphin Boulevard	--	--	--
N/A	South Jamaica I URA development	Expected development sites in an area bounded by South Road, 150th Street, 165th Street, and 111th Avenue	139	--	--
TOTALS			701	330,130	148,400
Notes: See Figure 2-6.					
Sources: NYC Department of City Planning; Kew Gardens-Richmond Hill EAS, 2004; Jamaica Courthouse Redevelopment EAS, September 2006.					

The overall goals of these projects are to increase pedestrian access and safety, improve traffic flow, accommodate increased bus volumes, create public open space and spur transit-oriented development. These projects address critical safety deficiencies and relieve traffic and pedestrian congestion in the downtown Jamaica area. Furthermore, it addresses future transportation needs and improves intermodal connections between buses, trains and motor vehicles. These projects will reinforce the commercial character of the area and generate and stimulate economic improvement.

The proposed plan for the Sutphin Underpass area calls for relocation of all LIRR facilities and, in its place, creating a row of retail spaces with attractive lighting and signage to enhance the underpass area as an active commercial space. Efforts will be made to ensure the uniformity of sidewalk elements between the east and west sides of Sutphin Boulevard. At the Station Plaza site (at the intersection of Archer Avenue and Sutphin Boulevard), sidewalks would be widened and the subway stairs would be reoriented to allow for the creation of public plazas. Bus stops would be expanded and opportunities would be provided for intermodal bus/subway shelters and integrated train-arrival information systems. Archer Avenue would be realigned between 144th Place and 147th Place to allow for improved traffic flow and pedestrian safety. Additionally, the

plan calls for the extension of Atlantic Avenue from the Jamaica transportation hub to the Van Wyck Expressway through the block bounded by 94th Avenue, 95th Avenue, 138th Place, and the Van Wyck Expressway. A strip of new open space would be created on either side of the proposed Atlantic Avenue. It is anticipated that these improvements would be completed by 2015. Additionally, it is expected that approximately 139 residential units would be constructed on urban renewal sites in the South Jamaica I URA that do not coincide with sites on which development is projected in the future without the proposed actions in the RWCDS.

In addition to the above, the RWCDS assumes that development would occur on sites that are underbuilt as per current zoning (see Figure 1-9, in Chapter 1, “Project Description”). It is anticipated that, in the future without the proposed actions, there would be approximately 1,816 residential units, 1,663,485 square feet of commercial space, 214,344 square feet of community facility space, and 500,646 square feet of industrial space on projected development sites. This represents a net increase of approximately 1,571 residential units, 536,320 square feet of commercial space, 214,344 square feet of community facility space, and 69,918 square feet of industrial space over the existing conditions. Table 2-5 provides a summary of development projected under the RWCDS in the future without the proposed actions by subarea (see also Figure 2-7, “Rezoning Subareas”).

In the future without the proposed actions, no changes are expected on the City-owned site proposed for disposition.

SECONDARY STUDY AREA

In the future without the proposed actions, it is expected that Jamaica Hospital will construct a new nursing home facility in the Kew Gardens portion of the secondary study area, to the west of the Van Wyck Expressway. The new 4-story, approximately 121,000 square foot facility would be located on the block bounded by 89th Avenue, 135th Street, 91st Avenue, and 134th Street.

The Environmental Assessment Statement (EAS) for the Kew Gardens/Richmond Hill rezoning also identified new development that would occur on four sites within the secondary study area. The four projected development sites are located west of the Van Wyck Expressway between Jamaica Avenue and Kew Gardens Road and fall within the secondary study area. Development on these sites is expected to include approximately 109 housing units and 51,740 square feet of retail space.

ZONING

PRIMARY STUDY AREA

Absent the proposed actions, it is expected that the site of the proposed mixed-use project on the former Queens County Courthouse site (the Jamaica Courthouse Redevelopment Project) would be rezoned from C4-2 and R6 to C4-5X to allow the proposed residential development on that site. C4-5X is a general commercial district that permits commercial development with a maximum FAR of 4.0 and residential development with a maximum FAR of 5.0. No other zoning changes are expected in the primary study area in the future without the proposed actions.

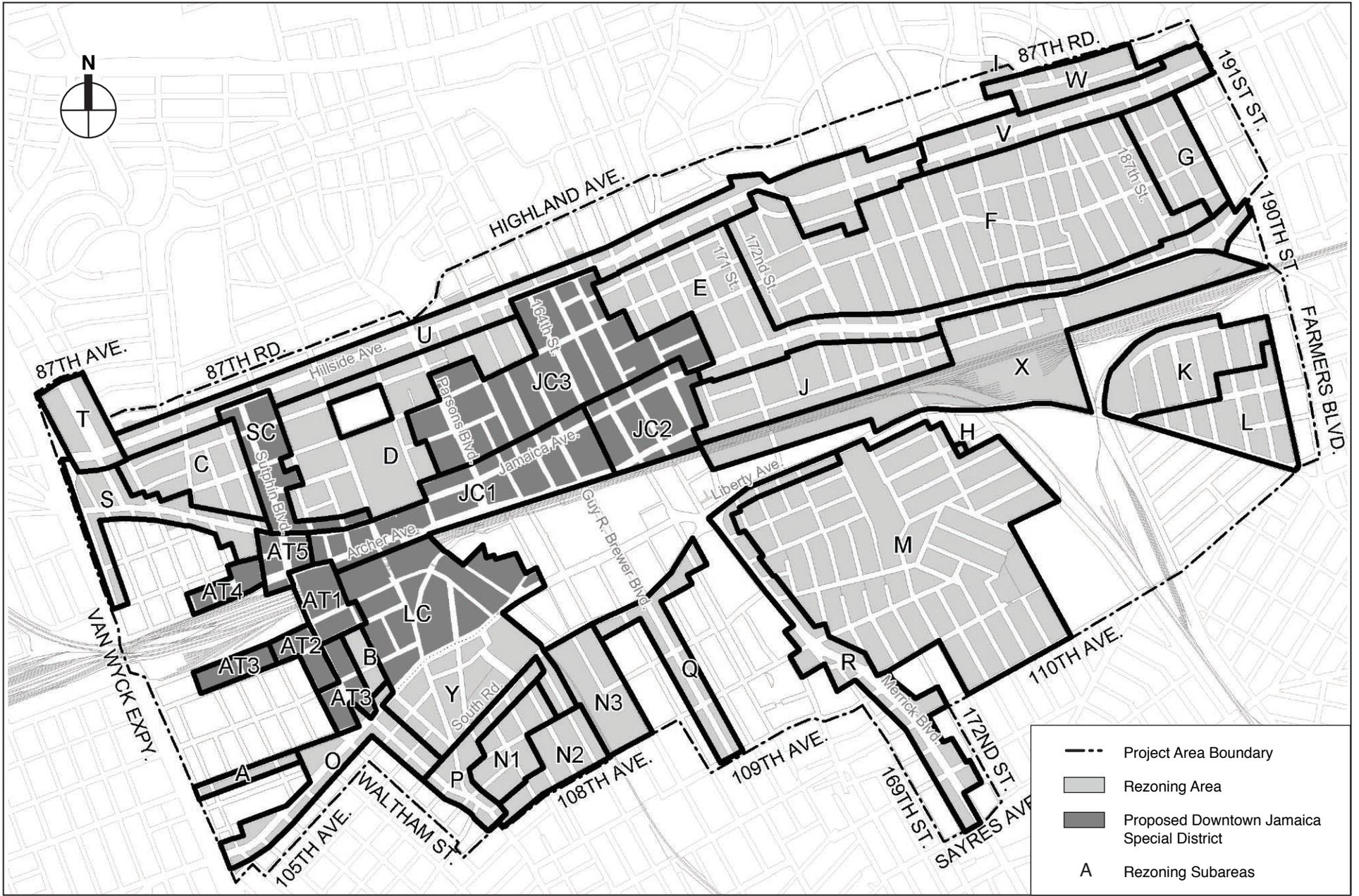


Table 2-5
Summary of RWCDS Development
in the Future Without the Proposed Actions (No Build)

Rezoning subarea ¹	Existing Conditions			No Build			
	Commercial (sf)	Industrial (sf)	Dwelling Units	Commercial (sf)	Industrial (sf)	Community Facilities (sf)	Dwelling Units
Urban Renewal Area ²	70,612	229,275	2	41,118	236,498	0	0
Air Train 2 (AT2)	<u>6,020</u>	<u>10,000</u>	<u>5</u>	<u>6,020</u>	<u>10,000</u>	<u>0</u>	<u>5</u>
Jamaica Center 1 (JC1)	495,220	6,800	0	494,209	0	21,067	101
Jamaica Center (JC2)	132,599	0	0	<u>124,595</u>	<u>0</u>	0	61
Jamaica Center (JC3)	224,963	0	119	<u>291,884</u>	0	64,725	<u>586</u>
Liberty Center (LC)	4,843	64,630	13	<u>48,392</u>	90,953	0	13
Sutphin Corridor (SC)	0	0	0	13,788	0	0	39
A	2,000	0	5	0	0	0	16
B	1,350	0	0	7,000	10,500	0	0
D	13,869	0	25	5,234	0	0	<u>420</u>
E	3,470	13,120	2	19,821	13,120	0	3
F	0	0	12	0	0	0	15
J	4,000	16,498	4	10,911	25,365	0	4
O	21,065	41,145	5	3,800	38,895	0	76
Q	21,334	0	35	64,353	0	0	68
R	29,020	0	4	95,013	0	6,150	26
S	24,985	35,100	0	59,100	30,000	0	26
T	11,928	0	1	50,870	0	29,923	1
U	25,831	0	10	205,762	0	92,479	314
V	31,806	0	2	92,141	0	0	41
X	0	9,680	0	27,224	40,835	0	0
Y	2,250	4,480	0	2,250	4,480	0	0
Total	<u>1,127,165</u>	<u>430,728</u>	<u>244</u>	<u>1,663,485</u>	<u>500,646</u>	<u>214,344</u>	<u>1,815</u>

Notes:
¹ See Figure 2-7, "Rezoning Subareas."
² See Figure 2-12 for the proposed URA boundary.
Source: NYC Department of City Planning, June 2007.

SECONDARY STUDY AREA

No changes to zoning in the secondary study area are anticipated in the future without the proposed actions.

PUBLIC POLICY

PRIMARY STUDY AREA

No changes to public policy in the primary study area are expected in the future without the proposed actions.

SECONDARY STUDY AREA

No changes to public policy in the secondary study area are anticipated in the future without the proposed actions.

E. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

As described in Chapter 1, “Project Description,” the proposed actions include zoning map and text amendments, the designation of an urban renewal area, an amendment to the City Map, and the disposition to EDC of the City’s interest in real property. This section assesses the potential impacts of these actions on land use, zoning, and public policy.

LAND USE

PRIMARY STUDY AREA

The new land uses that are expected to result from the proposed actions would represent a continuation of current land use trends in a manner compatible with surrounding land uses. The proposed actions would allow for increased density of commercial and residential uses in the Downtown Jamaica Center CBD. Under the proposed action, new residential use would be directed to the area’s major corridors, while new development would be more restricted to be contextual with existing established low-density residential neighborhoods. Figure 2-8 shows how the proposed actions would facilitate these land use changes intended to accomplish the following goals: encourage compatible land uses that strengthen retail and commercial areas; provide direction and flexibility for growth in areas with long term potential; bring about redevelopment and economic growth within the CBD; direct new development at higher densities to appropriate areas, primarily to wide streets with good transit and highway access; provide residential and mixed-use development in the CBD at higher densities that are appropriate to their contexts; reinforce certain industrial areas and allow for growth; and reinforce residential contexts. As shown in Table 2-6, the three Jamaica Center subareas would experience a growth in a mix of uses, while the Liberty Center would experience a growth in commercial uses. No significant changes are expected in the Sutphin Boulevard subarea. The new development that is projected to result from the proposed actions would occur on underutilized sites.

In the future with the proposed actions, the reinforcement of certain industrial areas would also allow for further industrial growth within the industrial core. DCP has identified 186 projected development sites that are considered most likely to be developed in the future with the proposed actions (see Chapter 1, “Project Description,” for a detailed description of this RWCDs). As described in Chapter 1, it is anticipated that new development occurring as a result of the proposed actions would consist of 5,380 residential units, 4,771,199 square feet of commercial space (including approximately 2.1 million square feet of retail, 1.8 million square feet of office, 200,000 square feet of hotel use, and 400,000 square feet of public parking), 459,524 square feet of community facility space, and 120,894 square feet of industrial space. The projected incremental change over the No Action scenario is 3,565 residential units, 3,107,174 square feet of commercial space, 245,180 square feet of community facility space, and a reduction of 579,752 square feet in industrial space. Table 2-6 provides a summary of development projected in the future with the proposed actions by subarea.

Office growth is projected to occur primarily in the proposed JGURA as well as on second floors of buildings in the downtown area. Regional retail is anticipated in the downtown and the immediate area to the south within the proposed SDJD. A new hotel is projected in the JGURA and new local retail is projected in South Jamaica and along Hillside Avenue. There would also

Table 2-6
Summary of the Total Development and Net Incremental Development
in the Future With the Proposed Actions (Build)

Zoning subarea ¹	Proposed Zoning District	Build				Increment with the Proposed Action by Zoning Subarea			
		Commercial (sf)	Industrial (sf)	Community Facilities (sf)	Dwelling Units	Commercial (sf)	Industrial (sf)	Community Facilities (sf)	Dwelling Units
Urban Renewal Area ²	C6-4 or M1-4	2,113,904	-	-	206	2,072,786	(236,498)	-	206
<u>Air Train 2 (AT2)</u>	<u>C6-3</u>	<u>276,000</u>	<u>0</u>	<u>0</u>	<u>180</u>	<u>270,380</u>	<u>(10,000)</u>	<u>0</u>	<u>175</u>
Jamaica Center (JC1)	C6-3	251,960	-	44,988	682	(242,249)	-	23,921	580
Jamaica Center (JC2)	C6-2	183,490	-	2,000	250	<u>58,895</u>	(224,420)	2,000	188
Jamaica Center (JC3)	C4-5X	<u>783,055</u>	-	55,952	<u>671</u>	491,171	-	(8,773)	<u>85</u>
Liberty Center (LC)	M1-4	<u>273,248</u>	-	23,800	-	<u>224,856</u>	(90,953)	23,800	(13)
Sutphin Corridor (SC)	C4-4A	13,788	-	-	51	-	-	-	12
A	R5 or C1-4/R5	13,430	-	-	9	13,430	-	-	(7)
B	R5	-	-	-	22	(7,000)	(10,500)	-	22
D	R7A, C1-2/R7A, or C2-4/R7A	21,860	-	-	<u>677</u>	16,626	-	-	<u>257</u>
E	C2-4/R6A	30,357	-	-	77	10,536	(13,120)	-	74
F	R4-1	-	-	-	36	-	-	-	21
J	R5	-	-	-	55	(10,911)	(25,365)	-	51
O	C2-3/R6A or C2-4/R6A	122,277	-	44,007	286	118,477	(38,895)	44,007	210
Q	R5D or C1-4/R5D	<u>107,340</u>	-	24,000	<u>181</u>	<u>42,987</u>	-	24,000	<u>113</u>
R	C1-3/R6A or C2-4/R6A	115,276	-	36,900	293	20,263	-	30,750	267
S	C2-4/R6A	53,100	-	81,000	135	(6,000)	(30,000)	81,000	109
T	C4-3A	52,570	-	30,923	102	1,700	-	1,000	101
U	C2-3/R7X or C2-4/R7X	226,611	-	104,104	1,064	20,849	-	11,625	750
V	C2-4/R7A	102,309	-	11,850	404	10,168	-	11,850	363
X	M1-2	27,224	108,894	-	-	-	68,059	-	-
Y	M1-4	3,000	12,000	-	-	750	7,520	-	-
Total		4,771,199	120,894	459,524	5,380	3,107,714	(379,752)	245,180	3,565

Notes:

¹ See Figure 2-7 for the locations of the subareas.

² See Figure 2-12 for the proposed URA.

Source: NYC Dept. of City Planning, June 2007.

be the redevelopment of a City-owned property that currently has a dilapidated garage with a mix of residential, commercial, and community facility uses, as well as off-street parking. Although there would be a reduction in the total amount of industrial space in the primary study area, there would be the protection of a core manufacturing area with an increase in density. Under the proposed actions, new industrial development is expected to occur in the area just north of the LIRR main line tracks in the eastern portion of the primary study area.

The largest increases in residential growth are expected in the Downtown Jamaica CBD, bringing a greater density and mix of uses to the area. New residential development is also projected along the major corridors in Jamaica, such as Hillside Avenue (subareas U and V), Guy R. Brewer Boulevard (subarea Q), Merrick Boulevard (subarea R), and Liberty Avenue (subarea O). Residential growth in these areas is projected to occur in mixed-use buildings with supporting neighborhood retail spaces. Additionally, it is expected that a number of vacant office buildings in the CBD would be converted to residential use.

Community facility uses are projected to amount to approximately 460,000 square feet in 25 to 30 facilities in the future with the proposed actions. These facilities would include museums or an art gallery, a nursing home, houses of worship, community clubs and centers, medical offices, and not-for-profit institutions. New community facilities are expected to be developed throughout the rezoning area, supporting population growth and increased demand for these facilities.

Area of Proposed Special Downtown Jamaica District

In the future with the proposed actions, the Downtown Jamaica CBD would be expanded and revitalized in the SDJD area. The proposed actions are expected to result in the development of 3,895,445 square feet of commercial space within the proposed SDJD area, as well as 126,740 square feet of community facility space and 2,040 housing units. The commercial space developed in this area is expected to include offices, local retail, regional retail, and a hotel. This growth would be consistent with downtown urban centers in the City and would support the continued revitalization of Downtown Jamaica based in the opportunities to create new significant transit-oriented development in this regional downtown center.

Area of Proposed Jamaica Gateway Urban Renewal Area

The proposed actions would facilitate mixed-use development containing office, retail, and residential uses, a hotel, new open space, and parking on development sites in the proposed JGURA adjacent to the Jamaica Station. This new development would occur on sites that are currently underutilized and would be compatible with the surrounding existing uses. Of the development expected to occur within the proposed SDJD area, 2,113,904 of commercial space and 206 residential units are expected to be constructed within the proposed JGURA. Development of these sites is intended to catalyze additional private investment in the area around Jamaica Station. This development would be consistent with the proposed zoning for the area and would support the above-described initiatives. Redevelopment of the JGURA, by removing blight and underutilized conditions that are inconsistent with the Downtown Jamaica objectives, would allow the resurgence to Downtown Jamaica to continue.

Hillside Avenue Corridor

The proposed actions are expected to result in the development of new residential and ground floor retail space along Hillside Avenue. Higher density housing of up to approximately 12 stories would be directed to this corridor. This would allow a greater mix of residential

development along the corridor, enlivening the street and taking advantage of the transit opportunities along this wide-street corridor. This new development would introduce new residential use in an area that is currently surrounded by residential use. Therefore, the proposed actions would result in compatible new land uses in this area.

Jamaica Avenue Corridor

Jamaica Avenue transects the CBD. Under the proposed actions, new retail and office uses are expected along the portion of Jamaica Avenue in the CBD area. It is anticipated that some buildings currently vacant or used for commercial activity would be converted for residential use with retail on the ground floor. This development would be consistent with the proposed actions' objective of encouraging compatible land uses that strengthen retail and commercial areas and providing for redevelopment and economic growth in the CBD.

To the west and east of the CBD, Jamaica Avenue's mixed residential and commercial character would be reinforced as vacant or underutilized sites would likely be developed with apartment buildings with ground floor retail use.

Archer Avenue Corridor

Archer Avenue also transects the CBD. Under the proposed actions, development anticipated along the Archer Avenue corridor includes a hotel within the proposed JGURA and residential and retail uses in mixed-use buildings elsewhere along the corridor. By creating a mix of new, active uses on sites that are currently underutilized, this development would support the CBD.

Sutphin Boulevard Corridor

North of the LIRR station, this corridor would be developed with new mixed-use buildings with retail use on the ground floor and residential use above. Near the AirTrain and the LIRR Jamaica Station, new retail and office development is expected in the proposed JGURA. In the southern part of the proposed project area, new apartment buildings with ground-floor retail use are expected to be developed along the Sutphin Boulevard corridor. This development would support the Downtown CBD by increasing economic activity and introducing new residential and visitor populations to the area. Furthermore, it would take advantage of the excellent public transit infrastructure at this location and build upon the local transportation enhancements planned by the GJDC. For these reasons, the land use changes that are expected under the proposed actions along Sutphin Boulevard are compatible and consistent with adjacent land uses and land use trends.

163rd Street/Guy R. Brewer Boulevard Corridor

Under the proposed actions, new residential and commercial development is expected to occur along 163rd Street, which runs through the Jamaica Center CBD. In the southern portion of the rezoning area along Guy Brewer Boulevard, new residential development of approximately 5 stories with retail uses on the ground floors is expected. This development would allow for a greater mix of retail and residential uses along this corridor on a moderate scale. This development would replace vacant and underutilized lots and would benefit the land use mix and density along this corridor, which leads to the Downtown CBD. This development would also infill vacant lots and be consistent with the objectives of the local URAs (e.g., the South Jamaica URA). For these reasons, the land-use changes under the proposed actions along the Guy R. Brewer Boulevard corridor are considered to be positive.

Merrick Boulevard Corridor

The proposed actions would facilitate the development of new medium-density housing with ground-floor retail uses along the Merrick Boulevard corridor. Like the Guy R. Brewer Boulevard corridor, development along the Merrick Boulevard corridor would provide for new housing along the boulevard (267 new units) supported by commercial, retail, and community facility uses. This proposed infill development would support the growth of housing and supporting uses along the corridor. These land uses would be compatible with the existing uses and would reinforce the Merrick Boulevard corridor, which leads to the Downtown Jamaica CBD. For these reasons, the land-use changes under the proposed actions along this corridor are considered to be positive.

Residential Neighborhoods

The residential neighborhoods described above (Hollis, South Jamaica, St. Albans) would see very little or no new development in the future with the proposed actions. Zoning changes in these areas would require new development in low-density residential neighborhoods to be of a scale similar to the existing housing stock. (These areas are identified as subareas W, G, K, L, M, and C on Figure 1-4.) The proposed actions would therefore eliminate the potential for out-of-scale development in these areas under the proposed actions. For these reasons, the land use impacts of the proposed actions on these communities are considered positive.

Disposition of City Property

Under the proposed actions, the City would dispose of property as Block 10209, Lot 115. This site is currently an underutilized City garage and no changes at the site are expected in the future without the proposed action. However, with the proposed action, the site would be developed with a mix of uses that is anticipated to include 88,000 square feet of retail space, 135 housing units, a 2,000-square-foot NYPD training facility, and 723 accessory parking spaces.

Summary of Land Use Changes

According to the criteria in Section 410 under Section A, “Land Use, Zoning, and Public Policy” in Chapter 3 of the *CEQR Technical Manual*, the proposed actions would result in no significant adverse impacts on land use. While the proposed actions would alter land use patterns from what is expected in the Future Without the Proposed Action, the land use changes that would occur as a result of the proposed actions would be compatible in terms of use and scale with existing conditions and trends for the study area as a whole. These actions would reinforce Jamaica’s role as a CBD and expand the opportunities for mixed-use development of office, retail, and hotel uses in the Jamaica Center area and in the vicinity of the LIRR and AirTrain stations. This development would enliven the area and produce economic growth while taking advantage of area’s excellent transportation infrastructure. New residential growth would be directed to corridors with wide streets and good transportation infrastructure. The character of existing low-density neighborhoods would be preserved.

The proposed actions would result in new residential development in the vicinity of existing concrete batching facilities in the portion of the SDJD area south of the LIRR tracks; near Sutphin Boulevard just south of Liberty Avenue; and along Liberty Avenue east of Merrick Boulevard. These areas are already characterized by a mix of residential and industrial uses or by residential blocks in close proximity to industrial areas, and the proposed actions would not result in a significant adverse impact on land use. The compatibility of these and other industrial uses with residential uses is also examined in Chapter 18, “Air Quality,” and Chapter 19, “Noise.”

Overall, the proposed actions would encourage land uses that support the revitalization and expansion of Downtown Jamaica's regional central business district while providing for appropriately scaled development in the neighboring low-rise residential communities in the primary study area. The proposed actions would not generate land uses that would be incompatible with surrounding uses, nor would it displace land uses in such a way as to adversely affect surrounding land uses. Density would be increased only in areas that have the capacity to support it and density increases would be consistent with public policy, as described below. For these reasons, the impacts of the proposed actions are considered to be compatible and consistent with existing land uses and the proposed actions would have no significant adverse impact on land use in the primary study area.

SECONDARY STUDY AREA

The proposed actions are not expected to affect land use patterns in the secondary study area, which is predominantly residential and built out. Land uses that are expected to be introduced as a result of the proposed actions are compatible with those in surrounding neighborhoods. The residential land uses, including a predominance of single-family detached houses, that comprise the secondary study area are compatible with the new residential uses expected to occur as a result of the proposed actions in areas such as the Hillside Avenue, Guy R. Brewer Boulevard, Merrick Avenue, and Liberty Avenue corridors. Additionally, the downzoning in residential neighborhoods in the eastern portion of the primary study area would make land uses in these areas more compatible with surrounding areas in terms of the density and types of housing permitted. Therefore, it is not expected that the proposed actions would result in any significant adverse impacts on land use.

ZONING

PRIMARY STUDY AREA

As described in Chapter 1, "Project Description," the proposed actions include zoning map changes and text amendments intended to achieve the goals outlined above in the land use section. Text amendments would establish the SDJD. The proposed zoning map and text changes are described below

Zoning Map Amendments

The primary study area is divided into 32 subareas in which new zoning districts are proposed to be mapped (see Figure 2-7). Under the proposed actions, approximately 778 acres of land currently zoned R2, R3-2, R4, R5, R6, C4-2, C4-6, C6-1, C6-1A, C8-1, M1-1, and M1-5 would be rezoned to R1-2, R3A, R3X, R4, R4-1, R5, R5D, R6A, R7A, R7X, C4-3A, C4-4A, C4-5X, C6-2, C6-3, C6-4, M1-1, M1-2, and M1-4 (see Figure 2-9 and Table 2-7). New C1-4 and C2-4 commercial overlays would be mapped along commercial streets, and existing C1-2 and C2-2 overlays would be changed to C1-4 and C2-4, generally to reflect the existing location of commercial uses and to prevent commercial development on residential blocks by reducing the depth of coverage of the overlay to 100 feet. New C1-3 and C2-3 commercial overlays would be mapped along certain commercial streets generally at a depth of 150 feet.

**Table 2-7
Proposed Residential Zoning Districts**

District	Residential Building Type	Maximum FAR	Minimum Lot Width	Minimum Lot Area	Maximum Street Wall Height	Maximum Building Height
R1-2	Detached single-family	R: 0.5 CF: 1.0	60'	5,700 sf	25'	N/A
R3A	Detached and semi-detached 1- and 2-family	R: 0.5 + 0.1* CF: 1.0	25'	2,375 sf	21'	35'
R3X	Detached Residences – 1 & 2 Family	R: 0.5 + 0.1* CF: 1.0	35'	3,325 sf	21'	35'
R4	All types	R: 0.75 + 0.15* CF: 1.0	40' (Detached); 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	25'	35'
R4-1	Detached & Semidetached - 1 & 2 Family	0.75 + 0.15*	25' (Detached); 18' (Other)	2,375 sf (Detached); 1,700 sf (Other)	25'	35'
R5	All types	R: 1.25 CF: 2.0	40' (Detached); 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	30'	40'
R5D	Single and two family	R, CF: 2.0	25'	2,375 sf	40'	40'
R6A	All types	R, CF: 3.0	40' (Detached); 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	60'	70'
R7A	All types	R, CF: 4.0	40' (Detached); 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	65'	80'
R7X	All types	R, CF: 5.0	40' (Detached); 18' (Other)	3,800 sf (Detached); 1,700 sf (Other)	85'	125'
Notes: * Attic allowance.						
Sources: New York City Zoning Resolution, June 2006.						

The zoning changes would result in the elimination of C4-2, C4-6, C6-1, C6-1A, C8-1, and M1-5 districts and the introduction of C4-3A, C4-4A, C6-2, C6-3 and C6-4 districts in and near the CBD to encourage compatible land uses at higher densities (see Table 2-8). Approximately 51 acres of land zoned M1-1 and M1-5 would be changed to C4-4A, C6-2, C6-3, C6-4, R4, R4-1, R5, R6A, and R5D. Approximately 28 acres of land zoned C8-1 would be changed to R4-1, C4-3A, R7X, and R6A. These changes would provide new opportunities for mixed use development and bring residential properties currently located in areas zoned for industrial use into conformance. Approximately 87 acres would be rezoned from M1-1 to M1-2 and M1-4, resulting in an increase in permitted density to accommodate future growth and expansion of manufacturing uses in these areas. Approximately 189 acres currently zoned R3-2, R4, and R5, would be changed to R3A, R3X and R4-1, and approximately 108 acres currently zoned R6 would be changed to R4-1 and R5 to reflect the existing contexts of adjacent residential communities where one- and two-family homes are predominant.

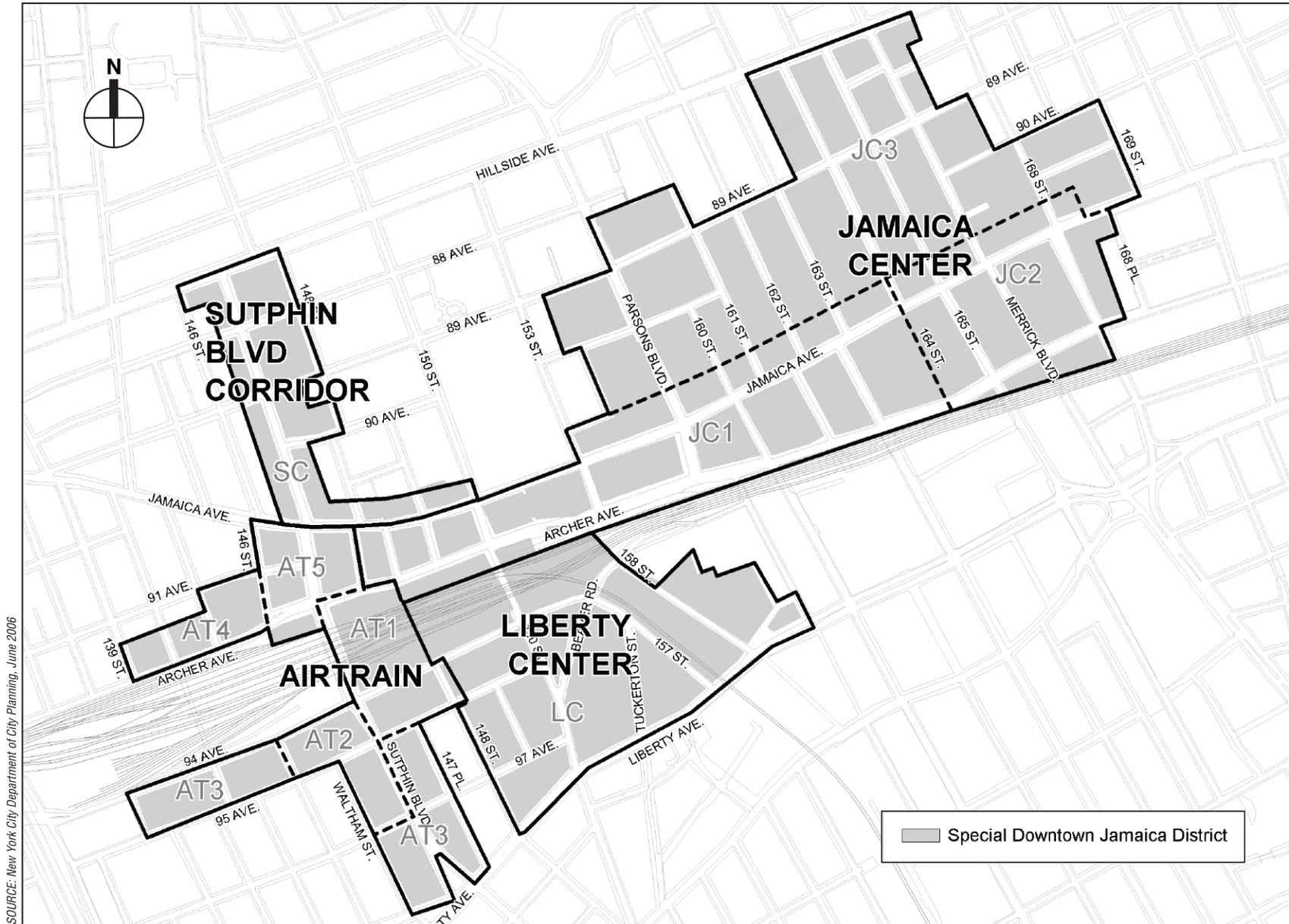
Table 2-8
Proposed Commercial and Industrial Zoning Districts

District	Type	Use Groups*	Maximum FAR
C1-2, C1-3, C1-4 overlay	Neighborhood Commercial	1-6	1.0: R1 - R5 2.0: R6 - R10
C2-2, C2-4 overlay	Neighborhood Commercial	1-9, 14	1.0: R1 - R5 2.0: R6 - R10
C4-3A	General Commercial	1-6; 8-10; 12	
C4-4A	General Commercial	1-6; 8-10; 12	4.0 (C, R)
C4-5X	General Commercial	1-6; 8-10; 12	4.0 (C); 5.0 (R)
C6-2	General Central Commercial	1-12	6.0 (R, C, CF)**
C6-3	General Central Commercial	1-12	8.0 (R, C, CF)**
C6-4	General Central Commercial	1-12	12.0 (C), 10.0 (R, CF)*
M1-2	Light Industrial	4-14, 16-17	2.0
M1-4	Light Industrial	4-14, 16-17	2.0 (C, M)**
Notes: * Uses permitted in the SDJD would be modified as described below under "Special Use Provisions." ** FAR as modified by SDJD text amendments.			
Sources: New York City Zoning Resolution and NYC DCP, 2006.			

Area of Proposed Special Downtown Jamaica District

The proposed SDJD would consist of three Jamaica Center subareas, five AirTrain subareas, a Sutphin Boulevard corridor subarea, and a Liberty Avenue corridor subarea (see Figures 2-10 and 2-11). Proposed zoning changes in subareas near the AirTrain facility ("AT"), Jamaica Center ("JC") and along the Sutphin Boulevard Corridor ("SC") subareas are intended to provide for economic growth and redevelopment within the CBD. Proposed zoning changes between the LIRR right-of-way and Liberty Avenue, extending between 148th and 158th streets ("LC"), are intended to provide direction for future growth in an area that is underdeveloped and underutilized. These subareas are included in the proposed SDJD, which would establish special regulations designed to provide for connectivity between the two transportation hubs and to promote a more harmonious relationship of land use within and around the downtown area. The proposed zoning changes include:

- C4-2 and M1-1 to C6-4 on all or portions of 3 blocks generally located east of Sutphin Boulevard, between Archer and 95th Avenues (AT1 subarea);
- R5 and M1-1 to C6-3, 2 blocks generally located west of Sutphin Boulevard between 94th and 97th Avenues (AT2 subarea);
- M1-1 and R5 to C4-5X, 3 blocks located along Sutphin Boulevard between 95th and Liberty Avenues and on the west side of Sutphin Boulevard between 97th and Liberty Avenues; change from M1-1 to C4-5X, 2 blocks located on the south side of 94th Avenue between 138th Place and Liverpool Street (AT3 subarea);
- C4-2, C4-6 and M1-1 to C6-2, all or portions of four blocks located south of Jamaica Avenue between 146th Street and 147th Place (AT5 subarea);
- M1-1 and R5 to C4-4A, all or portions of three blocks north of Archer Avenue between 139th and 146th Streets (AT4 subarea);



SOURCE: New York City Department of City Planning, June 2006

- C4-2, C6-1, C6-1A, and M1-1 to C6-3 on all or portions of 17 blocks generally bounded by 147th Place, Jamaica Avenue, 164th Street, and Archer Avenue (JC1 subarea);
- C4-2, M1-1, M1-5, and R6 to C6-2 on all or portions of 11 blocks generally located south of Jamaica Avenue, and north of the LIRR Right-of-Way, between 164th and 169th streets (JC2 subarea);
- R6 and C4-2 to C4-5X on all or portions of 21 blocks generally located south of Hillside, 88th and 89th Avenues, and north of Jamaica Avenue, between 153rd and 168th Streets (JC3 subarea);
- R6, R6/C2-2, and C4-2 to C4-4A on all or portions of 9 blocks fronting along Sutphin Boulevard between Hillside and Jamaica Avenues, and along the north side of Jamaica Avenue between 146th and 150th Streets (SC subarea); and
- M1-1 to M1-4 on all or portions of 11 blocks generally located south of the LIRR Right-of-Way and north of Liberty Avenue, between 148th and 158th Streets (LC subarea).

As discussed below under “Zoning Text Amendment,” the above zoning map changes would be accompanied by zoning text changes relating to land use, urban design, and other regulations as part of the SDJD.

The proposed actions also aim to direct new development to areas that are best suited for such growth. Proposed zoning changes along many of the area’s major corridors are intended to provide for new development at higher densities along the area’s wide streets, such as 101st, Hillside, Jamaica, and Liberty Avenues, and along Merrick, Guy R. Brewer, and Queens Boulevards. Current zoning along the area’s major thoroughfares is restrictive—particularly in C8-1 zones—in areas where commercial overlays are mapped in R3-2, R4 and R5 districts, and in areas characterized by commercial development but where no commercial overlay exists to permit such uses. The proposed changes would increase the permitted density and provide for new mixed-use development along these wide streets where this new growth can be better accommodated. The proposed zoning changes include:

- R4 to R5 and R5/C1-4 portions of 3 blocks, fronting along the south side of 101st Avenue between the Van Wyck Expressway service road and Allendale Street (subarea A);
- C1-2/R5, C1-2/R6, C2-2/R2, C2-2/R3-2, C2-2/R4, C2-2/R5, C2-2/R6, C4-2, M1-1, and R6 to R6A and R6A/C2-4 on all or portions of 50 blocks generally located south of Hillside Avenue and north of Jamaica Avenue between 172nd Street and Merrick Boulevard, and properties fronting along Jamaica Avenue between 168th Place and 190th Street (subarea E);
- C2-2/R4, C2-2/R6, M1-1, R3-2, R4, R6 to R6A/C2-4 and R6A/C2-3 on all or portions of 16 blocks generally located along Liberty Avenue between the Van Wyck Expressway (service road) and 148th Street and along Sutphin Boulevard between Liberty Avenue and South Road (subarea O);
- R6, R4, and M1-1 to R5D and R5D/C2-4 and R5D/C2-3 on all or portions of 14 blocks generally located along the south side of South Road between 157th Street and Sutphin Boulevard, and along Sutphin Boulevard between South Road and 108th Avenue (subarea P);
- R4 and C1-2/R4 to R5D and R5D/C1-4 portions of 9 blocks generally located along Guy R. Brewer Boulevard between South Road and 109th Avenue and along the south side of South Road between 160th and 165th Streets (subarea Q);
- C1-2/R3-2, C1-2/R4, C8-1, R3-2, and R4 to R6A and R6A/C2-4 portions of 25 blocks generally located along the south side of Liberty Avenue between Merrick Boulevard and

172nd Street and along Merrick Boulevard between Liberty and Sayres Avenues (subarea R);

- C8-1, C2-2/R6, C2-2/R5, M1-1, R5, and R6 to R6A/C2-4 portions of 15 blocks generally located along Jamaica Avenue between the Van Wyck Expressway (service road) and Sutphin Boulevard and along Queens Boulevard north of Jamaica Avenue and along the Van Wyck Expressway (service road) between Hillside and 91st Avenues (subarea S);
- C8-1 to C4-3A on all or portions of 4 blocks generally located along Queens Boulevard and Hillside Avenue, south of 87th Avenue (subarea T);
- C8-1, C1-2/R5, C1-2/R6, C2-2/R5, C2-2/R6, C2-4/R5, C2-4/R6, C1-4/R6, R5, and R6 to R7X and R7X/C1-4 and R7X/C2-4 on all or portions of 39 blocks generally located along Hillside Avenue between 139th and 180th Streets (subarea U);
- C2-2/R3-2, C2-2/R5, C2-2/R6, and R3-2 to R7A/C2-4 on portions of 18 blocks generally located along Hillside Avenue between 180th and 191st Streets (subarea V); and
- C2-2/R6, C4-2, C8-1, and R6 to R7A on all or portions of 19 blocks generally located south of Hillside Avenue and north of Jamaica and 88th and 89th Avenues, between 148th and 164th Streets (subarea D).

Under the proposed actions, the main corridors of the primary study area would be rezoned to allow increased density, as the wide streets and good transportation infrastructure make these corridors suitable for increased density. Most of these streets would be rezoned with contextual residential districts that would allow increased density but with height limits and street wall regulations.

Jamaica Avenue Corridor

Within the Jamaica Center CBD and the proposed SDJD area, Jamaica Avenue would be rezoned to C6-3 and C6-2. To the east and west of this area, the corridor would be zoned with R6A districts, which permit medium-density housing at a maximum height of 70 feet. In the eastern portion of the primary study area, the south side of Jamaica Avenue would retain its industrial zoning and would be rezoned from M1-1 to M-2 to permit industrial use at a higher density.

Sutphin Boulevard Corridor

Most of the Sutphin Boulevard corridor falls within the proposed SDJD, where C4-4A, C6-2, and C6-4 districts would be mapped. South of the proposed SDJD area, Sutphin Boulevard would be zoned R6A and R5D, a residential district that permits single- and two-family houses at a maximum FAR of 2.0 and a maximum building height of 40 feet.

163rd Street Corridor

The majority of the 163rd Street corridor falls within the proposed SDJD and would be rezoned to C4-5X. Where 163rd Street extends north of the SDJD area, it would be rezoned to R7A.

Archer Avenue Corridor

The Archer Avenue corridor falls within the proposed SDJD area and would be zoned for commercial use. C4-4A, C6-2, C6-3, and C6-4 districts would be mapped along this corridor.

Hillside Avenue Corridor

Hillside Avenue would be rezoned primarily with R7A and R7X contextual residential districts. These districts permit residential development with a maximum FAR of 4.0 and 5.0, respectively. The R7X district, which would be mapped roughly from Queens Boulevard to 178th Street, has an overall building height limit of 125 feet. The R7A district, which would be mapped along Hillside Avenue east of 178th Street, has a maximum building height of 80 feet.

Guy R. Brewer Boulevard Corridor

The portion of Guy R. Brewer Boulevard that runs through the York College campus would retain its R6 zoning. To the south of this campus, the corridor would be rezoned to R5D.

Merrick Boulevard Corridor

The segment of Merrick Boulevard to the north of the LIRR tracks falls within the proposed SDJD area and would be rezoned with C4-5X and C6-2 districts. On the block of Merrick Boulevard immediately south of the LIRR tracks, manufacturing zoning would be retained. Further south, from Liberty to Sayres Avenues, the corridor would be rezoned to R6A.

Lower-Density Residential Neighborhoods

A key goal of the proposed actions is to protect the context of existing lower density neighborhoods and ensure that future development in these areas is appropriate in scale and type. A significant portion of Jamaica's low-rise communities are located in R6 districts, a medium-density zoning district. The proposed zoning changes would more appropriately reflect and protect the existing context of these areas. In residential areas that are currently zoned C8-1, M1-1, and M1-5 for industrial and heavy commercial use, residential uses would be brought into conformance under the proposed changes, which include:

- M1-1 to R5 on all or portions of 2 blocks bounded by 95th Avenue, 148th Street, a line 100 feet north of Liberty Avenue, and 147th Place (B);
- R6 and R6/C2-2 to R5 on all or portions of 12 blocks generally located south of Hillside Avenue, north of Jamaica Avenue, between Queens and Sutphin Boulevards (C);
- C2-2/R3-2, C2-2/R4, C2-2/R5, C2-2/R6, R2, R3-2, R4, R5 and R6 to R4-1 on all or a portion of 54 blocks generally located south of Hillside Avenue and north of Jamaica Avenue between 171st Street and 187th Place (F);
- C1-2/R2, C1-2/R5, C2-2/R2, C2-2/R3-2, R2, R3-2 and R4 to R3X on all or a portion of 10 blocks generally located south of Hillside Avenue, and north of Jamaica and 90th Avenues between 187th and 189th Streets (G);
- R5 to R1-2 a portion of 1 block located north of Wexford Terrace and west of Dalny Road (I);
- C2-2/R6, C4-2, M1-1, M1-5 and R6 to R5 on all or a portion of 17 blocks generally located south of Jamaica Avenue and north of the LIRR right-of-way, between 168th Street and 179th Place (J);
- R3-2 and M1-1 to R4 on all or a portion of 7 blocks generally located north of 104th Avenue and south of the LIRR Right-of-Way and west of 189th Street (K);
- R3-2 to R3A on all or a portion of 11 blocks generally located south of 104th Avenue and north of Liberty Avenue west of 189th Street (L);

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- M1-1, R4, and C8-1 to R4-1 on all or a portion of 48 blocks generally located south of Liberty Avenue and north of 110th Avenue between Merrick Boulevard and 180th Street (M);
- R6 to R5 on all or a portion of seven blocks generally located south of South Road and north of Yates Road between Sutphin Boulevard and 157th Street (N1);
- C2-2/R6, and R6 to R4-1 on all or a portion of 5 blocks generally located south of 107th Avenue and north of 108th Avenue between Sutphin Boulevard and 157th Street; (N2)
- R4 to R5 on all or a portion of 2 blocks generally located south of South Road and north of 108th Avenue between 157th Street and 160th Street; (N3)
- R3-2 and R5 to R3X on all or portions of 8 blocks generally located south of 87th Road and north of Hillside Avenue between Dalny Road and 190th Street (W).

Industrial Areas

In keeping with the goal of reinforcing and fostering growth in selected industrial areas, zoning changes would result in an increase in permitted commercial and industrial density on a number of blocks adjacent to the LIRR right-of-way in the eastern portion of the primary study area and between Liberty Avenue and South road in the southwestern portion of the primary study area. This would facilitate new development and/or expansion of existing industrial and commercial land uses with minimal impact on adjacent residential communities. These areas are characterized by industrial buildings, warehouses, auto-related businesses and open industrial uses such as concrete plants. The proposed zoning changes include:

- M1-1 to M1-2 a 10-block area generally located south of Jamaica Avenue and north of Liberty Avenue and the LIRR right-of-way, between 168th and 190th Streets (X);
- M1-1 to M1-4 on all or portions of 10 blocks generally located south of Liberty Avenue and north of South Road between Sutphin Boulevard and the LIRR Right-of-Way, and along 157th Street between South Road and 107th Avenue (Y); and
- R4 to M1-1 on a portion of one block located 104th Avenue, east of 177th Street (H).

Zoning Text Amendments

In conjunction with the proposed zoning map amendments, a zoning text amendment is proposed to create the SDJD, which would include all or portions of approximately 71 blocks extending between 169th Street and 138th Place, south of Hillside Avenue and north of Liberty Avenue. The proposed SDJD would encompass areas proposed to be rezoned to C4-4A, C4-5X, C6-2, C6-3 and C6-4 Downtown and also include the proposed JGURA (see Figure 2-12). Properties within the proposed special district would be subject to special bulk, use, parking, and urban design provisions that would supplement or supersede its underlying zoning district.

The goals of the proposed special district are to create a strong visual presence at the transportation center core, to establish strong visual and physical connections between Jamaica's transportation hubs, and to reinforce street wall and retail continuity along major corridors. Special use restrictions would address parking needs throughout the CBD and would modify use regulations within the industrial-zoned part of the proposed special district to achieve synergy with adjacent institutional, office, and laboratory uses.

The proposed SDJD includes special provisions to achieve the following objectives:

- Strengthen the business core of Downtown Jamaica by improving the working and living environments;



--- Proposed Urban Renewal Area Boundary

■ Designated Properties

- Foster development in Downtown Jamaica and provide direction and incentives for further growth where appropriate;
- Expand the retail, entertainment and commercial character of the area around the transit center and to enhance the area's role as a major transportation hub in the city;
- Provide transitions between the downtown commercial core, the lower-scale residential communities, and the transportation hub;
- Improve the quality of new development in Downtown Jamaica by requiring the provisions of specified public amenities in appropriate locations;
- Encourage the design of new development that is in character with the area;
- Enhance the pedestrian environment by relieving sidewalk congestion and providing pedestrian amenities; and
- Promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and protect the City's tax revenues.

These would be accomplished through special text provisions relating to use, bulk, street wall, sidewalk widening, tree planting, residential conversion of non-residential buildings, off-street parking and loading, location of access to the street, and special permits.

Special Use Provisions. Proposed special use provisions include the following:

- Unenclosed sidewalk cafes would be permitted;
- Wholesale or similar establishments (Use Group 11B) would be permitted in C6-4 districts;
- The use regulations of the underlying C4-5X, C6-2, C6-3, C6-4, and M1-4 districts would be modified to permit as-of-right public parking garages with a capacity of 150 spaces or less, and would be subject to the provisions of ZR Sections 36-53 (Location of Access to the Street), 36-55 (Surfacing), and 36-56 (Screening);
- Public parking garages within the underlying C4-5X, C6-2, C6-3, C6-4, and M1-4 districts may be open or enclosed but rooftop parking would not be permitted except by City Planning Commission Special Permit;
- On specified street frontages within the C4-5X; C6-2, C6-3, and C6-4 districts, ground floor glazing would be required to occupy at least 50 percent of the area of each ground floor street wall. Uses on the ground floor or within 5 feet of the level of the adjoining sidewalk and within 50 feet of the street line would be limited to community facility uses without sleeping accommodations, or commercial uses listed in Use Groups 5, 6A, 6B, 6C, 6D, 7A, 7B, 8A, 8B, 8D, 9, 10, 11, 12A, 12B, and 12C;
- Any development or enlarged portion of a building located on a zoning lot with frontage on designated streets within the C4-5X, C6-2, C6-3, and C6-4 districts would be required to provide a major building entrance on these streets; and
- Use regulations of the underlying M1-4 would be modified to allow community facility uses from Use Groups 3A and 4A, and, except for public transit, railroad or electric utility substations listed in Use Group 17C, would require that uses in Use Groups 16, 17, and 18 be in completely enclosed buildings. Certain noxious uses in Use Groups 16, 17, and 18 would be prohibited. All uses listed in Use Groups 6 and 10 would be permitted.

Special Bulk Provisions. Proposed special bulk provisions include the following:

- The maximum floor area ratio (FAR) regulations and the floor area bonus provisions of the underlying C6-2, C6-3, C6-4, and M1-4 districts would be modified for all permitted uses as shown below in Table 2-9.

**Table 2-9
Maximum FAR for All Uses
in the Proposed Special Downtown Jamaica District**

Zoning District	Maximum FAR
C6-2	6
C6-3	8
C6-4 (Commercial Uses)	12
(Residential & Community Facility Uses)	10
M1-4	2
Source: NYCDCP, September 2005.	

- In C6-2, C6-3 and C6-4, districts, for residential buildings or the residential portion of mixed-use buildings, the maximum lot coverage would be 80 percent on a corner lot, and 70 percent on an interior or through lot. However, no lot coverage provisions would apply to any zoning lot comprising an entire block or to any zoning lot comprising a corner lot of 5,000 square feet or less.

Street Wall. In C4-4A, C4-5X, C6-2, C6-3 and C6-4 districts, the maximum height of a building or structure before setback would be 60 feet. However, at certain locations, wherever street walls are required pursuant to ZR Section 115-222 (Street Wall Location), such street walls would be required to rise without setback to the minimum height of 40 feet above the base plane or the height of the building, whichever is less; in specified locations, street walls shall rise without setback to the minimum height of 30 feet and the maximum street wall height before setback would be 40 feet; in other specified locations, street walls shall rise without setback to a minimum height of 65 feet and the maximum street wall height before setback shall be 80 feet; and, in certain locations there would be no maximum street wall height, and no required setbacks above the minimum street wall height. No building or other structure would be permitted to exceed a height of 250 feet above the base plane, except where specified.

Sidewalk Widening. Publicly accessible sidewalk widening would be mandatory for all developments at specified locations in order to achieve sidewalk widths of either 15 feet or 20 feet. Mandatory sidewalk widenings of 15 feet or more would be required to provide lighting in accordance with the ZR Section 37-04 (Requirements for Urban Plazas). For sidewalks with mandatory widening of 20 feet or more, seating would also be required to be provided pursuant to ZR Section 62-672.

Tree Planting. All new developments located on streets subject to mandatory sidewalk widenings would be required to provide and maintain trees of not less than 2.5-inch caliper at the time of planting in the sidewalk adjacent to the zoning lot, and along the entire length of the street frontage of the zoning lot at maximum intervals of 25 feet.

Residential Conversion. The conversion of all or a portion of non-residential buildings to dwelling units, if erected prior to January 1, 1977, would be permitted in all commercial districts within the SDJD, subject to ZR Sections 15-11 (Bulk Regulations), 15-12 (Open Space Equivalent), and 15-30 (Minor Modifications); however, conversion to dwelling units of non residential buildings that meet all the requirements for new residential development of Article II (Residence District Regulations) would be exempt from these provisions. Uses in buildings

erected prior to January 1, 1977 would not be subject to the provisions of ZR Section 32-42 (Location within Building).

Off-Street Parking and Off-Street Loading. Proposed off-street parking and loading provisions include the following:

- In M1-4, C4-4A, C4-5X, C6-2, C6-3 and C6-4 districts, the off-street parking and loading regulations of a C4-4 district would apply; however, for any uses that are not allowed in a C4 district, the off-street parking requirements of the applicable underlying C6-2, C6-3, C6-4 or M1-4 district would apply;
- The provisions of ZR Section 36-12 would be modified to allow up to 300 off-street parking spaces in an accessory group parking facility. An additional 150 spaces could be provided pursuant to ZR Section 36-13 (Modification of Maximum size of Accessory Group Parking Facilities);
- Uses listed in Use Group 6B (Offices) and wholesale uses in Use Groups 10 B and 11 with parking requirement category B1 would be required to provide one parking space per 2,000 square feet of floor area; and
- The provisions of ZR Section 36-344 (Waiver of Parking Requirements in Other C1 or C2 Districts or in C4, C5, or C6 districts) and 36-342 (Reduced requirements in other C1 or C2 Districts or in C4, C5, or C6 Districts) would not apply.

Location of Access to the Street. Curb cuts would be prohibited at specified locations. However, in a location where curb cuts are prohibited, curb cuts that provide access to permitted or required off-street parking and loading berths would be allowed provided that CPC and the New York City Department of Transportation (DOT) certify to the Commissioner of Buildings that such zoning lot has access only to the prohibited location. The curb cut would be no more than 20 feet in width. The waiver provisions of Article III, Chapter 6 (Accessory Off-Street Parking and Loading Regulations) would not apply to the special location of access requirements.

Proposed Special Permit Provisions. Proposed special permit provisions include the following:

- The Board of Standards and Appeals (BSA) may permit electric utility substations or public transit or railroad electric substations limited to a site of not more than 40,000 square feet, in the case of electric utility substations, to a site of not less than 10,000 square feet in all residence districts, commercial districts and in M1 districts provided that the findings of ZR Section 73-16 are met;
- CPC may permit electric utility substations or public transit or railroad electric substations, limited to a site of not less than 40,000 square feet and not more than 10 acres in all residence and commercial districts and in M1 districts, provided the findings of ZR Section 74-61 are met; and
- A Special Permit would be required to modify use or bulk regulations for any development, enlargement, alteration or change of use on a zoning lot within the SDJD. CPC could permit modification of the use or bulk regulations (except FAR) providing the following findings are met:
 - a) Modification will aide in achieving the general purpose and intent of the special district;
 - b) Use modification will encourage a lively pedestrian environment along the street or mandatory sidewalk widening, or is necessary for the programmatic requirements of the development;

- c) Bulk modifications will enhance the distribution of bulk on the zoning lot;
- d) Bulk modifications will permit adequate access of light and air to surrounding streets and properties; and
- e) Development or enlargement will relate harmoniously to the character of the surrounding area.

A conceptual analysis of the proposed text amendments is presented in Appendix J.

Summary of Zoning Changes

According to the criteria listed in Section 420 under Section A, “Land Use, Zoning, and Public Policy” in Chapter 3 of the *CEQR Technical Manual*, the proposed actions would result in no significant adverse impacts on zoning. The proposed actions would introduce zoning changes that would be in keeping with the City’s land use, zoning, and public policy objectives for the area. The proposed zoning map and text changes would set the stage for the further growth and development of Jamaica Center CBD, encouraging a vibrant mix of housing, office, retail, industrial, and community facility space and taking advantage of the area’s status as a major transportation hub. The proposed zoning districts and the SDJD would foster economic development, creating new opportunities for retail and office development while preserving certain areas for industrial use. Design controls included as part of the special district would promote good urban design and increase the area’s aesthetic appeal.

The proposed zoning changes would also strengthen the residential neighborhoods of the primary study area. Upzonings of selected corridors would concentrate new housing development at higher densities and on major streets and commercial overlays would allow for local retail and service businesses. Several areas zoned R6, a medium-density residential district that permits large apartment buildings, would be rezoned to lower-density districts that reflect their existing character of one- and two-family homes.

Manufacturing zoning would be maintained in areas with substantial amounts of industrial use, thereby maintaining these uses as conforming land uses while also permitting industrial businesses to expand in these areas.

As described above, the land uses that would be expected to result from the proposed actions, including the proposed zoning changes, would be compatible with other land uses in the primary study area. Overall, the proposed actions would result in no significant adverse impacts to zoning in the primary study area.

SECONDARY STUDY AREA

The proposed actions include the mapping of zoning districts that are compatible with those in the surrounding secondary study area. Uses permitted by the proposed zoning in the portions of the primary study area abutting the secondary study area include residential and neighborhood-scale retail, which would be compatible with the predominantly residential character of the secondary study area. Additionally, the proposed zoning map changes include the mapping of lower density districts in portions of the proposed project area, including Hollis and St. Albans. These changes would have a positive effect on adjacent neighborhoods in the secondary study area by ensuring that new development is consistent with existing neighborhood character.

Therefore, the proposed actions would not result in any significant adverse impacts to zoning in the secondary study area.

PUBLIC POLICY

PRIMARY STUDY AREA

The proposed actions would support a number of public policy goals aimed at economic development and neighborhood revitalization in Downtown Jamaica, which is a significant regional transportation and economic center with substantial opportunities to provide transit-oriented developments. In addition to zoning map and text changes, the proposed actions include the proposed designation of the JGURA. As described in Chapter 1, “Project Description,” the proposed URA would consist of three full blocks (Blocks 9993, 9998, and 9999) surrounding the new Jamaica AirTrain Station and Jamaica Station of the LIRR. The proposed URA is bounded generally by Archer Avenue and 94th Avenue on the north; 150th and 148th Streets on the east; 94th and 95th Avenues on the south; and Sutphin Boulevard and Liverpool Street on the west (see Figure 2-12). The proposed JGURA plan calls for mixed-use development of office, retail, and residential uses, a hotel, new open space, and parking on key development sites adjacent to a major regional transportation center. Under the proposed plan, a plaza would be created on the west side of Sutphin Boulevard between 94th and 95th Avenues. It is expected that development of the sites in the URA would catalyze additional private investment in Downtown Jamaica Station. An amendment to the City Map is also proposed to eliminate a section of 148th Street between 94th and 95th Avenues and the acquisition and disposition of real property is proposed to facilitate the development of an approximately 1.26 million-square-foot commercial building consisting of approximately 250,000 square feet (three floors) of retail, 1 million square feet (10 floors) of showrooms and offices, and three levels of below-grade parking with approximately 700 accessory parking spaces.

The designation of the proposed Jamaica Gateway URA would support public policy, stimulating economic development and improving Downtown Jamaica as a business center. The creation of the URA would demonstrate the public sector’s commitment to the downtown area and would help to create a critical mass of commercial development that would in turn spur new development in the surrounding area.

Similarly, the proposed rezoning and the creation of the SDJD would support public policy by furthering the City’s efforts to revitalize Downtown Jamaica and expand its role in the region as a central business district. The proposed actions would spur new development and commercial activity that would contribute to business development efforts of the local BIDs. The new commercial development would create jobs and business investment, thus contributing to the efforts of the South Jamaica EZ. By preserving areas of industrial zoning and increasing the density of permitted development in key industrial areas, the proposed actions would be consistent with public policy for the Jamaica IBZ. By creating new housing development opportunities on wide streets with good transportation access, the proposed actions would advance the neighborhood revitalization efforts of the urban renewal areas located in Jamaica.

Overall, the proposed actions would be consistent with and support public policy initiatives in the study area. Development that would result from the proposed actions would strengthen Jamaica’s central business district and allow for new economic growth. Additionally, it would contribute to the revitalization of the area’s residential neighborhoods by allowing new housing opportunities at appropriate locations while protecting the character of low density residential areas. Therefore, there would be no significant adverse impacts on public policy.

SECONDARY STUDY AREA

The proposed actions would be consistent with public policy in the secondary study area. The proposed zoning changes would direct growth to appropriate corridors with wide streets and good transportation infrastructure while preserving the character of low-density residential neighborhoods adjacent to the residential neighborhoods of the secondary study area. Therefore, there would be no adverse impacts on public policy in the secondary study area.

F. CONCLUSION

As described in detail above, no significant adverse impacts on land use, zoning, or public policy, as defined by the guidelines for determining impact significance set forth in the *CEQR Technical Manual* (see Section 400, Under Section A, “Land Use, Zoning, and Public Policy,” Chapter 3), are anticipated in the future with the proposed actions in the primary and secondary study areas. The proposed actions would not directly displace any land uses so as to adversely affect surrounding land uses, nor would they generate land uses that would be incompatible with land uses, zoning, or public policy in the surrounding area. The proposed actions would not create land uses or structures that would be incompatible with the underlying zoning, nor would they cause a substantial number of existing structures to become nonconforming. The proposed actions would not result in land uses that conflict with public policies applicable to the project area or the surrounding area.

The proposed actions would result in new residential development in the vicinity of existing concrete batching facilities in the portion of the SDJD area south of the LIRR tracks; near Sutphin Boulevard just south of Liberty Avenue; and along Liberty Avenue east of Merrick Boulevard. These areas are already characterized by a mix of residential and industrial uses or by residential blocks in close proximity to industrial areas, and the proposed actions would not result in a significant adverse impact on land use. The compatibility of these and other industrial uses with residential uses is also examined in Chapter 18, “Air Quality,” and Chapter 19, “Noise.”

The proposed actions would provide a framework that would accommodate existing trends by facilitating the expansion of residential and local and regional commercial land uses while addressing the continuing demand for light industrial use. The proposed zoning would create a framework that is both responsive to the uses present in the proposed action area and compatible with the existing zoning designations in the surrounding areas. Finally, the proposed actions directly address the land use and development goals of revitalizing Downtown Jamaica and creating jobs as set forth in the public policies applicable to the area. *