East New York Rezoning Proposal
Chapter 8: Urban Design and Visual Resources

A. INTRODUCTION

This chapter assesses the Proposed Actions' potential effects on urban design and visual resources. As described in Chapter 1, "Project Description," the East New York Rezoning proposal consists of a series of land use actions (collectively, the "Proposed Actions") intended to facilitate the implementation of the objectives of the East New York Community Plan. The affected area comprises approximately 190 blocks of the East New York, Cypress Hills, and Ocean Hill neighborhoods in Brooklyn Community Districts (CDs) 5 and 16. The Proposed Actions seek to facilitate vibrant, inclusive residential neighborhoods with a wide variety of retail options, job opportunities, and attractive streets that are safe and inviting for residents, workers, and visitors. Increasing the permitted residential density is key to addressing the economic challenges to providing affordable housing. In areas where residential uses are currently permitted in the rezoning area, the existing zoning restricts new development to low densities, which prohibit the scalability and economic leverage that higher density development allows for in affordable housing construction.

As described in Chapter 1, 80 sites have been identified as projected development sites and 105 as potential development sites in the reasonable worst-case development scenario (RWCDS).

Per the 2014 *City Environmental Quality Review* (CEQR) *Technical Manual*, urban design is defined as the total of components—including streets, buildings, open spaces, wind, natural resources, and visual resources—that may affect a pedestrian's experience of public space. A visual resource is defined as the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources. In an urban design and visual resources assessment pursuant to CEQR, one considers whether and how a project or action may change the visual experience of a pedestrian, focusing on the components of the project or action that may have the potential to significantly and adversely affect the arrangement, appearance, and functionality of the built and natural environment. A detailed analysis of the potential impacts of the Proposed Actions on urban design and visual resources was prepared in conformance to the *CEQR Technical Manual*. This analysis describes existing conditions and compares conditions in the future without and with the Proposed Actions to determine potential urban design and visual resource impacts.

B. PRINCIPAL CONCLUSIONS

The Proposed Actions would result in development at a greater density than currently permitted as-of-right in the rezoning area and would represent a notable change in the urban design character of the primary study area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience of the primary study area, would change considerably. However, this change would not constitute a significant adverse urban design impact in that it would not alter the arrangement, appearance, or functionality of the primary study area such that the alteration would negatively affect a pedestrian's experience of the area. Rather, development anticipated in the With-Action condition would improve the pedestrian experience along designated commercial corridors by replacing underutilized and vacant lots with new buildings with active ground floor uses and transparency requirements that promote a more vibrant and walkable neighborhood character. The proposed contextual zoning districts require streetwalls that are consistent with surrounding context and restrict curb cut and parking locations, all of which would contribute to an enhanced pedestrian environment that would include improved sidewalk conditions with street tree planting requirements on both residential and commercial streets within the study area.

The scale of the future development would be appropriate for the scale of the streets comprising the primary study area street network. The nuanced zoning would focus higher density buildings along major corridors (primarily Atlantic Avenue), with buildings on secondary corridors serving as a transition from this primary rezoning area corridors. New development is generally expected to replace vacant lots and underbuilt buildings along these corridors that currently detract from desirable street-level activity and safe pedestrian experiences. Many lots currently surrounded by fencing or accessed by multiple curb cuts would be replaced by buildings that prioritize the pedestrian experience and safety over vehicles and inactive ground floor uses. The new buildings are expected to increase pedestrian activity and create a safer and more vibrant experience that enhances walkability along these corridors.

Development on the north-south residential side streets would be lower than along the rezoning area's east-west streets and would be compatible with the scale and character of the residential side streets. With-Action development along the residential side streets would also be built to the existing streetwall line, precluding the continuation of the existing trend in new construction towards buildings set back significantly from the lot line with large front parking spaces.

While the With-Action developments would modify existing views of some visual resources located within, or visible from, the primary study area, no primary views would be blocked, and the modification of the resources' visual context would not be considered a significant adverse impact.

While the Proposed Actions would not result in any new development in the secondary study area, many of the primary study area projected and potential development site buildings located at, or near, the edge of the rezoning area would be visible from the secondary study area. The With-Action developments in the primary study area would add vibrancy to the secondary study area by introducing residential and retail uses along its borders and drawing pedestrians to the area. Views of the primary study area With-Action condition buildings would be limited to the portions of these secondary study area subareas that are most proximate to the rezoning area. By focusing the highest density development along the central corridor of the primary study area (Atlantic Avenue), the building heights along the rezoning area's border would serve as a visual transition to this primary corridor. In addition, the With-Action developments in the primary study area would add vibrancy to the secondary study area by introducing residential and retail uses along its borders with the primary study area that would both activate the streetscape and draw pedestrians to the area.

C. METHODOLOGY

In general, an assessment of urban design is needed when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements, the totality of which defines the concept of urban design, are described below:

- *Streets.* For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of streetscape between cars, bicycles, transit, and sidewalk is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials uses, and permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, and newsstands.
- *Buildings.* Buildings support streets. A building's streetwalls form the most common backdrop in the city for public space. A building's size, setbacks, lot coverage, placement on the zoning lot and block, the orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building facades and rooftops, offering more opportunity to enrich the visual character of an area.

- *Visual Resources.* A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
- *Open Space.* For the purposes of urban design, open space includes public and private areas, such as parks, yards, cemeteries, parking lots, and privately owned public spaces.
- *Natural Features.* Natural features include vegetation and geologic, topographic, and aquatic features. Rock out-croppings, street slopes, or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- *Wind.* Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that jeopardize pedestrian safety.

The Proposed Actions would enable development to be constructed that would differ from existing zoning envelopes and could result in physical changes beyond the bulk and form currently permitted as-of-right. This has the potential to change pedestrians' experience of public space. Therefore, it is appropriate to assess the Proposed Actions' potential impacts to urban design and visual resources. As described in Chapter 1, "Project Description," this analysis assumes that all With-Action development on projected development sites would attempt to maximize the permitted floor area. The Arlington Village and Chloe/Dinsmore-Chestnut subarea includes full-block development sites with frontages on the Atlantic Avenue Corridor. Given their size and unique block configurations, these sites require greater flexibility to provide for a variety of building configurations, heights and uses in order to maximize the permitted floor area; and as a result these sites are unique in their relationship to the existing adjacent lower-density areas. Thus, the specific building heights and bulks considered in this analysis present a reasonably conservative estimate of the development potential of the Proposed Actions.

A pedestrian wind condition analysis is not warranted for the Proposed Actions pursuant to *CEQR Technical Manual* methodology. As stated in the *CEQR Technical Manual*, tall buildings at, or in close proximity to, waterfront sites may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian comfort and safety. As the rezoning area is not in a location exposed to high wind conditions, such as along west- and northwest-facing waterfronts, and the buildings developed under the RWCDS are not expected to exceed 145 feet in height and would be located in a built-up area, a pedestrian wind condition analysis is not warranted, and no significant pedestrian wind condition impacts are anticipated.

Study Areas

The study area for the assessment of urban design and visual resources corresponds to the area where the Proposed Actions may influence land use patterns and the built environment and is consistent with that used for the land use analysis. For visual resources, the view corridors within the study area from which such resources are publicly viewable has been identified.

The urban design analysis considers both a primary study area, which is generally coterminous with the boundaries of the rezoning area, and a secondary study area, which extends a ¼ mile from the primary study area's boundary (refer to Figure 8-1). For the purposes of the urban design assessment, primary and secondary study area subareas were defined in accordance with the *CEQR Technical Manual*. The primary study area subareas were defined to reflect the proposed changes along select corridors and key sites within the rezoning area and are as follows:

- *Pennsylvania and Fulton Corridor* - comprises all, or portions of, ten blocks in the northwestern portion of the East New York/Cypress Hills section of the rezoning area. Lots within this subarea generally have frontage on Pennsylvania Avenue (north of Atlantic Avenue) or Fulton Street (west of Bradford Street).
- *Pennsylvania and Sheffield Corridor* - comprises all, or portions of, six blocks in the western portion of the East New York/Cypress Hills section of the rezoning area. Lots within this subarea generally have frontage on Pennsylvania or Sheffield Avenues (between Pitkin and Atlantic Avenues).

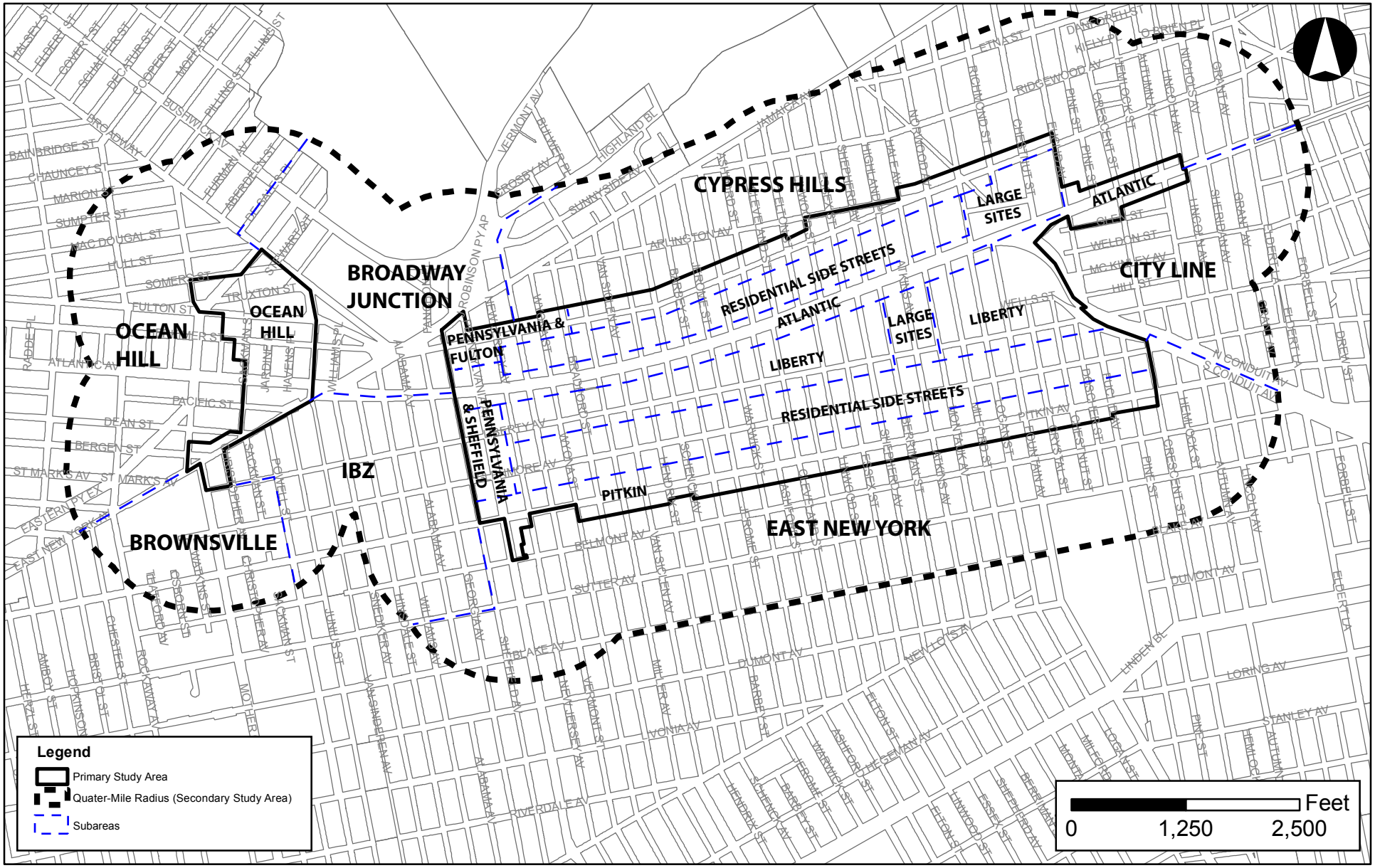

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Figure 8-1
Urban Design and Visual Resources Study Areas

- *Fulton Street Corridor* - comprises portions of 39 blocks fronting Fulton Street (east of Bradford Street).
- *Atlantic Avenue Corridor* - two non-contiguous areas comprising portions of 53 blocks fronting Atlantic Avenue in the East New York/Cypress Hills section of the rezoning area.
- *Liberty Avenue Corridor* - two non-contiguous areas comprising all, or portions of, 48 blocks in the East New York/Cypress Hills section of the rezoning area. This subarea includes buildings fronting Liberty Avenue (between Pennsylvania Avenue and Berriman Street and east of Hale Avenue) and the adjacent residential side streets between Liberty and Atlantic Avenues.
- *Pitkin Avenue Corridor* - comprises portions of 55 blocks fronting Pitkin Avenue in the East New York/Cypress Hills section of the rezoning area.
- *Large Sites* - comprises the largest projected development sites within the rezoning area: (1) "Arlington Village," which includes projected development site 46 (bounded by Berriman Street and Atlantic, Montauk, and Liberty Avenues) and will be analyzed in conjunction with the northern portions of the two blocks immediately to the south; and (2) "Chloe/Dinsmore-Chestnut," which includes projected development sites 66/the Dinsmore-Chestnut Urban Renewal Area (URA) and projected development site 67, and will be analyzed in conjunction with all, or portions, of the three blocks immediately north of projected site 66 (see Figure 8-1).
- *Ocean Hill* - comprises the 17 blocks (or portions thereof) within the Ocean Hill section of the rezoning area.
- *Residential Side Streets* - two non-contiguous areas comprising portions of the blocks within the East New York/Cypress Hills section of the rezoning area that front Glenmore Avenue and/or the residential side streets between Pennsylvania Avenue and Crescent Street, as well as the residential side streets between Fulton Street and Atlantic Avenue from New Jersey Avenue (to the west) to Logan Street (to the east).

The secondary study area subareas, also shown in Figure 8-1, are consistent with the subareas presented in Chapter 2, "Land Use, Zoning, and Public Policy." These subareas are delineated to correspond with the generally defined neighborhoods located within the secondary study area: the Cypress Hills subarea comprises the area north of the primary study area; the East New York subarea comprises the area south of the primary study area; the City Line subarea comprises the eastern portion of the primary study area; the IBZ and Broadway Junction subareas comprise the portion of the secondary study area between the rezoning area's Ocean Hill and East New York/Cypress Hills sections; and the Ocean Hill and Brownsville subareas comprise the portion of the secondary study area west/southwest of the primary study area.

The urban design and visual resources analysis is based on field visits, photography, and computer imaging.

D. PRELIMINARY ASSESSMENT

According to the *CEQR Technical Manual*, a preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects or actions that permit the modification of yard, height, and setback requirements; and (2) projects or actions that result in an increase in built floor area beyond what would be allowed as-of-right or in the future without the Proposed Actions. Beyond a preliminary assessment, a detailed analysis may be needed for projects or actions that potentially obstruct view corridors, compete with icons in the skyline, or make substantial alteration to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses are generally appropriate for all area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements. Therefore, a detailed analysis is provided below.

E. DETAILED ASSESSMENT

Existing Conditions

The following section discusses existing urban design components in the primary and secondary study areas. The assessment focuses on streets, buildings, open space, and visual resources; there are no significant natural features in the study areas, and a pedestrian wind condition analysis is not warranted, as noted above. The visual resources assessment considers important views of landmark structures and other distinct buildings within, or viewable from, the primary study area, that may be obstructed due to buildings developed under the Proposed Actions. Two figures are referenced throughout the existing conditions discussion below: Figures 8-2a and 8-2b show the existing density in floor area ratios (FAR) for the primary and secondary study areas, respectively, and Figures 8-3a and 8-3b show the existing building heights in the two study areas, respectively.

Primary Study Area

The primary study area is generally coterminous with the rezoning area. As noted previously, the primary study area is divided into nine subareas for the purposes of this assessment. The urban design components and visual resources of each of these subareas are described below.

PENNSYLVANIA AND FULTON CORRIDOR

As presented in Figure 8-1, the Pennsylvania and Fulton Corridor subarea is situated in the northwestern portion of the East New York/Cypress Hills section of the rezoning area. The subarea is comprised of all, or portions of, ten blocks. Lots within this subarea generally front Pennsylvania Avenue (north of Atlantic Avenue) or Fulton Street (west of Bradford Street). This subarea is currently zoned C8-2. The proposed zoning map changes would replace the existing zoning district within this subarea with a C4-4L zoning district.

Streets

Two streets (Pennsylvania Avenue and Fulton Street) bisect the subarea, forming a regular street grid. The blocks to the north of Fulton Street west of Wyona Street are trapezoidal, intersected by Jamaica Avenue to the north (refer to Figure 8-1).

Fulton Street is a 70-foot wide street carrying one lane of single-directional eastbound traffic. Most of the corridor is typically lined with parallel-parked cars. While no subway station entrances are located within the subarea, the streetscape of Fulton Street is dominated by the presence of the elevated tracks of the J/Z subway line (refer to Figure 8-4). The corridor's sidewalks are generally 15 feet in width. Streetscape elements along the corridor are limited to standard street signs, lampposts, wire mesh garbage cans, fire hydrants, bus stop signs, mailboxes, and bicycle racks. Some of the lampposts have neighborhood signs identifying the "Fulton Street: Cypress Hills" corridor with a graphic of a tree. In part because the J/Z train runs above grade along this corridor, there are few street trees present.

Pennsylvania Avenue is the only major north-south connection in the primary study area. The roadway is wider than Fulton Street at 85 feet and serves both northbound and southbound traffic. The street is heavily trafficked and is also a designated local truck route. The absence of elevated transportation infrastructure along this roadway also adds to the more expansive character of the street. Sidewalks along Pennsylvania Avenue are wider than on Fulton Street at approximately 20 feet. While trees are planted sporadically along the corridor, other streetscape elements along the corridor are limited to standard street signs, lampposts, wire mesh garbage cans, and fire hydrants. As shown in Figure 8-4, the streetscape is also punctuated with multiple curb cuts providing vehicle access to parking areas of adjacent businesses.

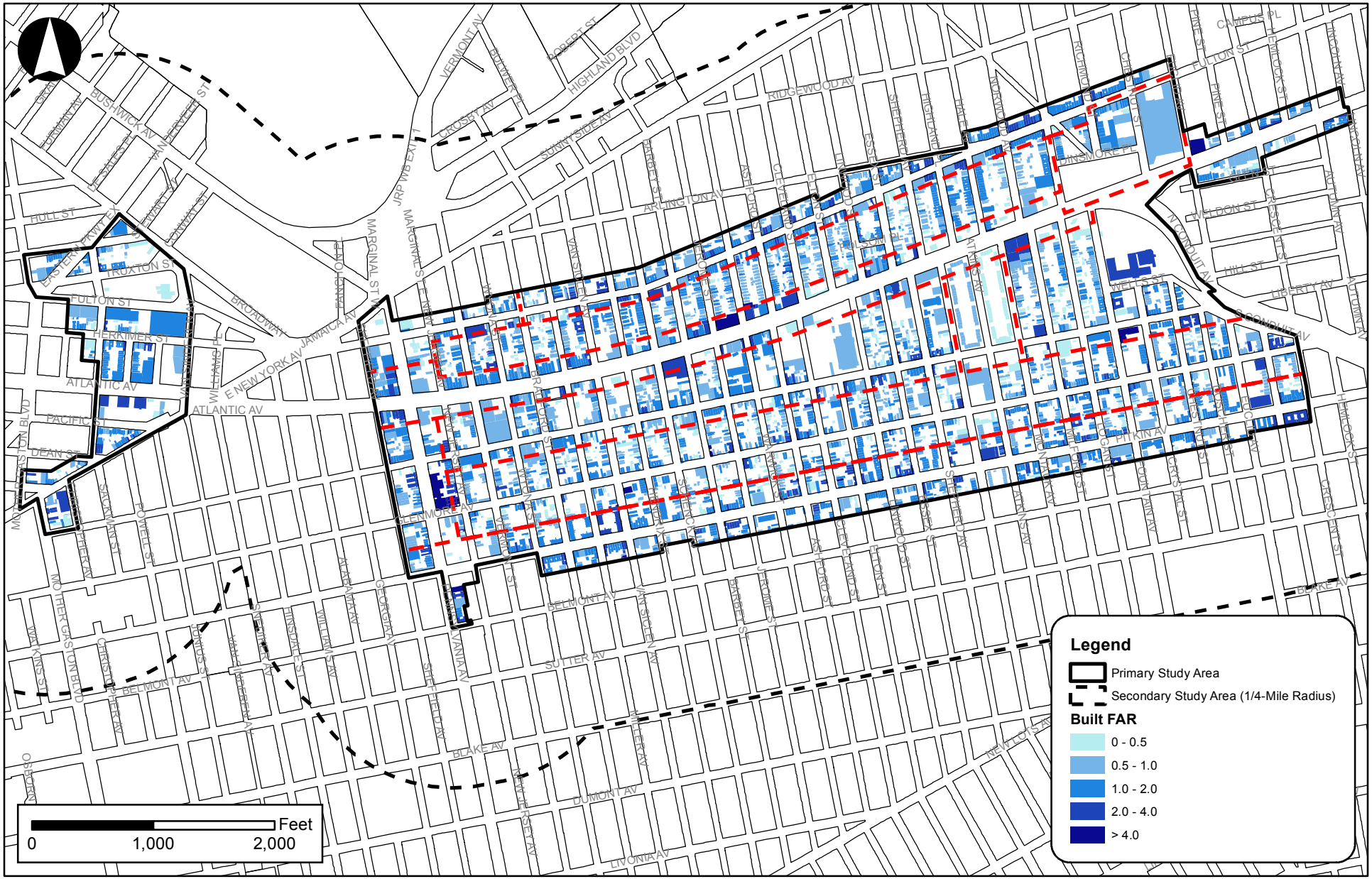

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Figure 8-2a
Primary Study Area Built FAR

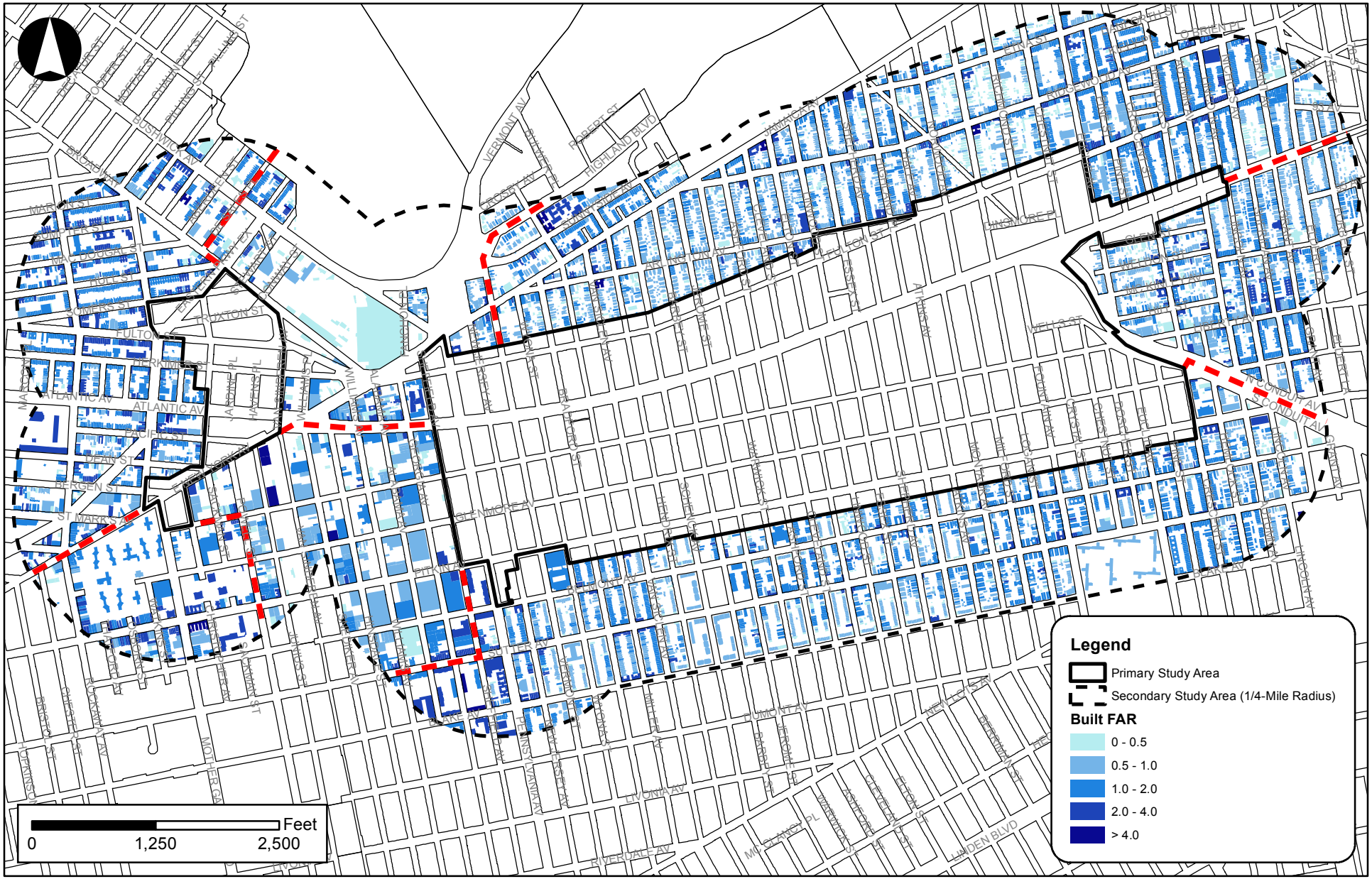

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Figure 8-2b
Secondary Study Area Built FAR

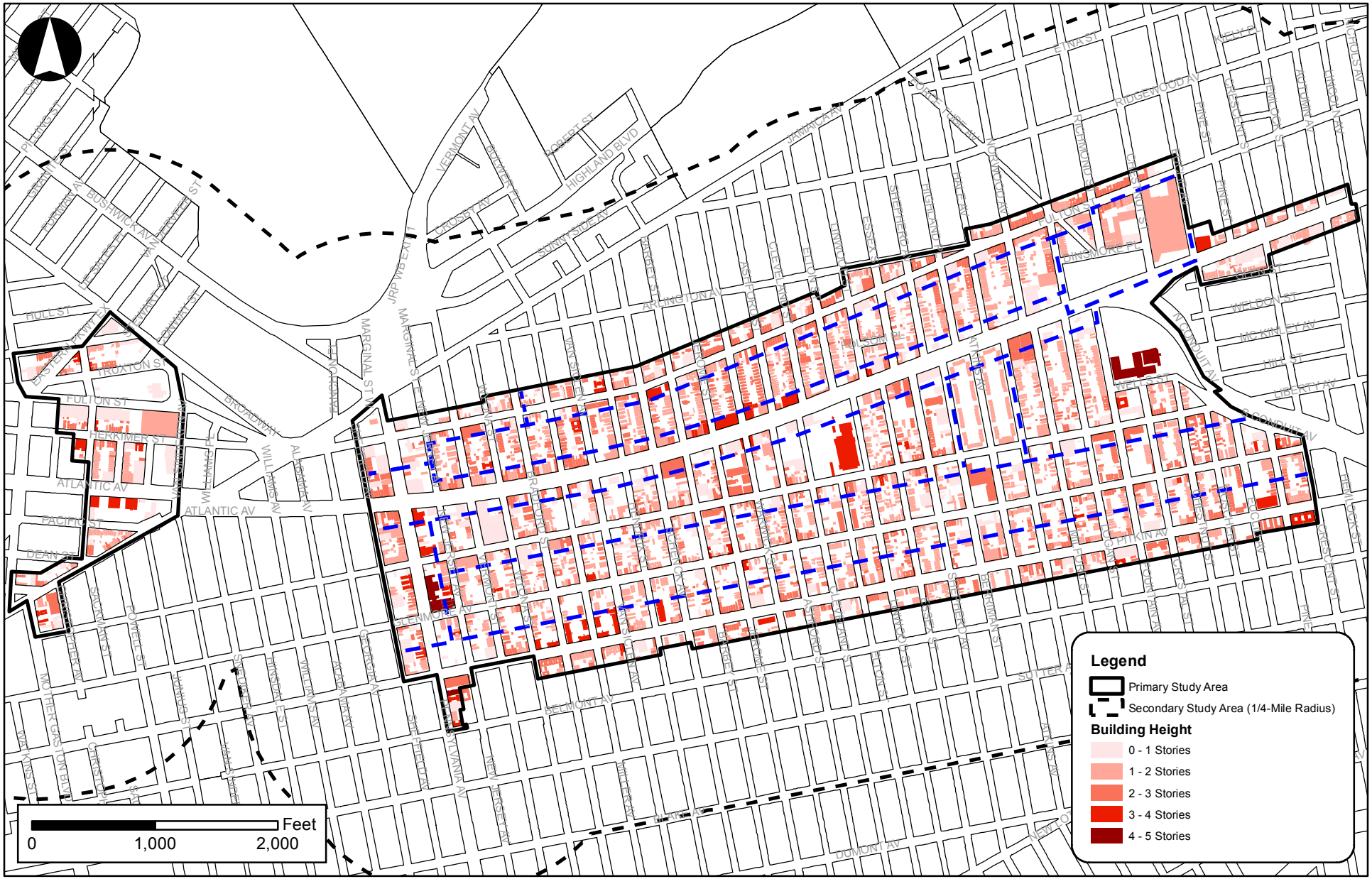

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Figure 8-3a
Primary Study Area Existing Building Heights

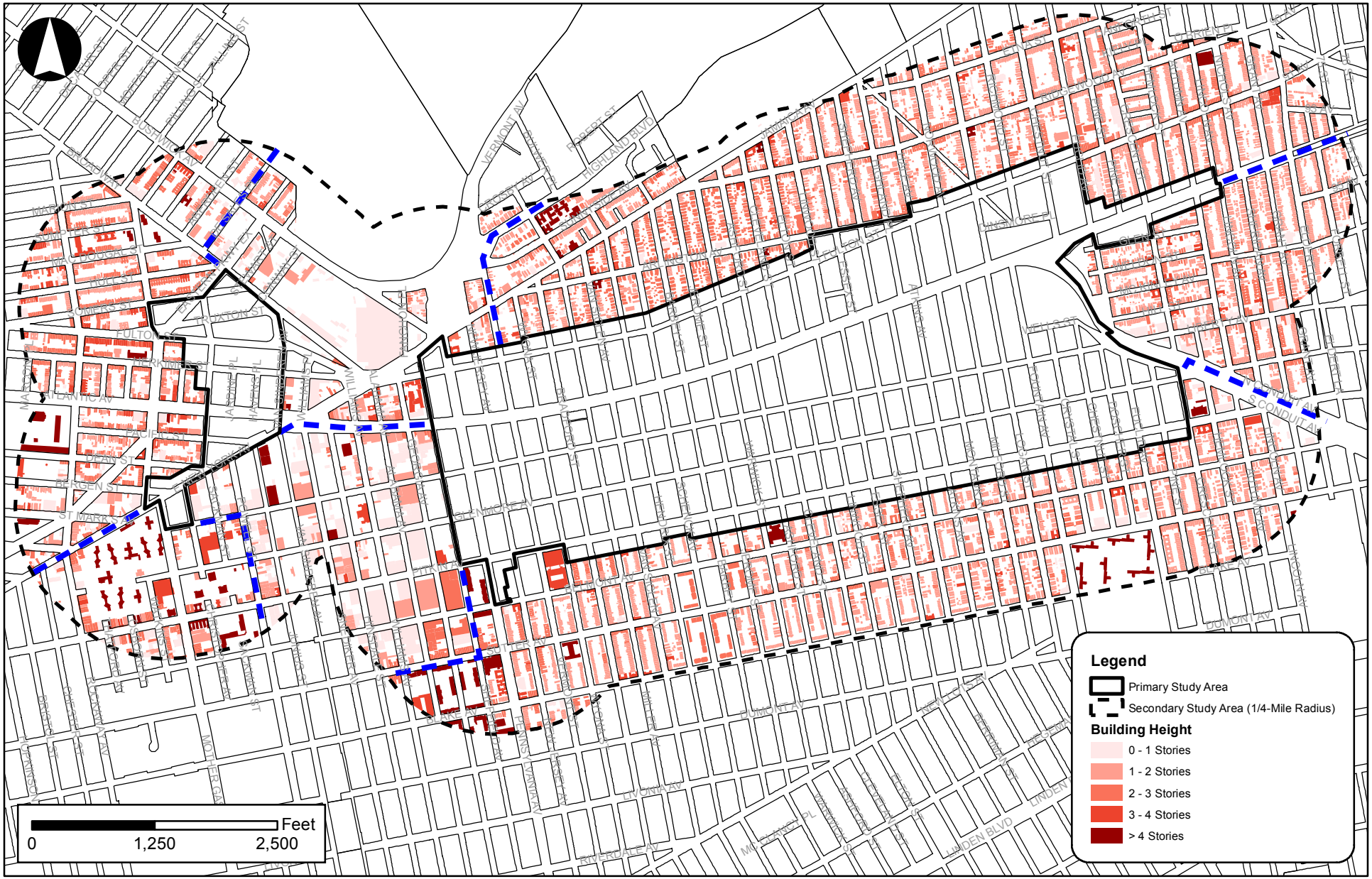

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Figure 8-3b
Secondary Study Area Existing Building Heights



1. North side of Fulton Street between Vermont and Wyona Street



2. View northeast along Fulton Street north sidewalk between Vermont and Wyona Streets



3. View southwest from Pennsylvania and Fulton intersection



4. View east along Fulton Street south sidewalk from Pennsylvania Avenue



5. Public Storage building on south side of Fulton Street between Vermont and Wyona Streets (view east)



6. Prince Hall Temple

Buildings

While all buildings in the Pennsylvania and Fulton Corridor subarea are one to three stories in height with built FARs of less than 4.0 (refer to Figure 8-2a and 8-3a), the subarea includes a variety of building forms and uses. Building forms range from low-scale buildings occupying large lots that area separated from the street by parking lots to residential buildings occupying small lots that are built to the lot line (refer to Figure 8-4). The setback buildings consist of commercial uses, including car sales, auto shops, a gas station, and a drive-thru fast food restaurant. The large footprint commercial building at the southeast corner of Sheffield Avenue and Fulton Street has retail spaces fronting Sheffield Avenue, Fulton Street, and the 10,000-sf parking lot at the southwest corner of Fulton Street and Pennsylvania Avenue, although many of the spaces are currently vacant. The largest building in the subarea is the recently constructed three-story Public Storage building, which comprises the majority of Fulton Street's southern street frontage between Vermont and Wyona Streets (refer to Figure 8-4).

Many of the ground floor retail spaces in the small footprint residential buildings present in the subarea have been closed and converted to residential uses. Several of these buildings are visually and physically separated from the sidewalk by metal fences. East of Wyona Street along Fulton Street are several residential and institutional buildings that, in addition to being separated from the sidewalk by tall iron fences, are setback from the street line.

Open Space

Open space within the Pennsylvania and Fulton Corridor subarea is limited to vacant land, surface parking lots, and open car sales lots, as well as several paved front yards accessory to residential buildings along Fulton Street east of Wyona Street. Many of the surface parking lots and car sale lots are surrounded by tall chain link fences or retractable solid metal fences.

Visual Resources

There is one historic resource located within the Pennsylvania and Fulton Corridor subarea. As indicated in Figure 8-4, the S/NR-eligible Prince Hall Temple, at 68 Pennsylvania Avenue, is visible from Pennsylvania Avenue, as well as portions of Fulton Street within the subarea. This three-story visual resource is visible from many vantage points, projecting above the one- and two-story buildings that characterize the surrounding built environment.

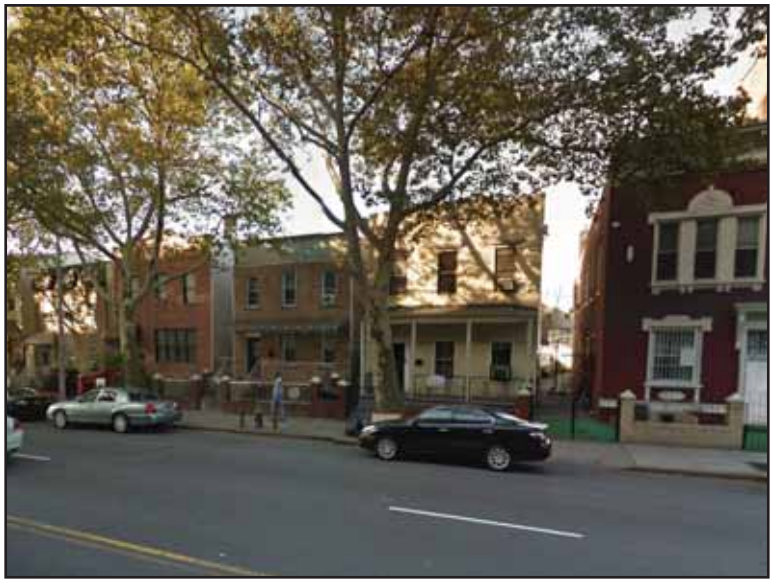
PENNSYLVANIA AND SHEFFIELD CORRIDOR

The Pennsylvania and Sheffield Corridor Subarea is situated in the western portion of the East New York/Cypress Hills section of the rezoning area (refer to Figure 8-1). The subarea comprises all, or portions of, six blocks. Lots within this subarea generally front Pennsylvania and Sheffield Avenues (between Pitkin and Atlantic Avenues). This subarea is currently mapped with a mix of zoning districts (C8-2, M1-1, R5, and R5/C2-3). The proposed zoning map changes would replace the existing zoning districts within this subarea with an R7A/C2-4 zoning district.

Streets

The Pennsylvania and Sheffield Corridor subarea generally comprises lots lining Pennsylvania and Sheffield Avenues, two north-south corridors. Two east-west streets (Liberty Avenue and Glenmore Avenue) bisect these roadways within the subarea, creating a regular street grid. The blocks north of Liberty Avenue are trapezoidal, as they are intersected by Atlantic Avenue to the north, which does not follow the street grid.

As noted above, Pennsylvania Avenue, which is the only major north-south connection in the primary study area, is 85 feet wide, and is heavily trafficked. Streetscape elements along Pennsylvania Avenue within the Pennsylvania and Sheffield Corridor subarea include street trees, standard street signs, cobra head lampposts, mailboxes, wire mesh garbage cans, phone booths, and fire hydrants. Liberty Avenue (A/C) subway station entrances are located at each corner at the intersection of Pennsylvania and Liberty Avenues. The western side of the roadway is also characterized by the presence of metal fences, which separate building front yards from the adjacent sidewalks. The streetscape along the eastern side of Pennsylvania Avenue is currently dominated by the presence of construction fencing and associated covered sidewalks (refer to Figure 8-5).



1. West side of Pennsylvania Avenue between Liberty and Glenmore Avenues (view southwest)



2. Southwest corner of Pennsylvania and Liberty Avenues (view southwest)



3. East side of Sheffiled Avenue between Liberty and Glenmore Avenues (view southeast)



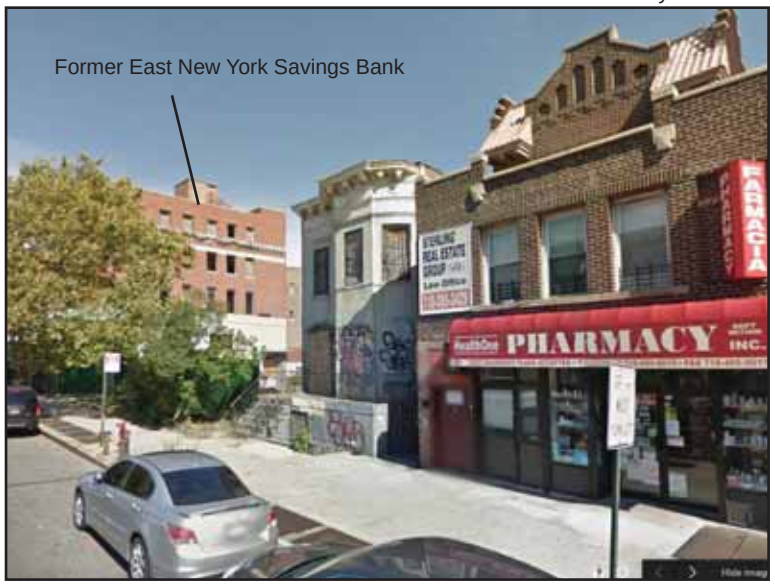
4. Southeast corner of Sheffield and Liberty Avenues (view southeast)



5. Construction along east side of Pennsylvania Avenue between Liberty and Glenmore Avenues (view southeast)



6. The Holy Trinity Russian Orthodox Church (view southeaast from the interection of Pennsylvania and Glenmore Avenues)



7. View of the Former East New York Savings Bank (view northeast along Pennsylvania Avenue between Atlantic and Liberty Avenues)

Sheffield Avenue, in contrast, is a narrow one-way southbound roadway. Most of the corridor is typically lined with parallel-parked cars. Sidewalks along this roadway are also narrower than those found along Pennsylvania Avenue. Sidewalks along the east side of the roadway (the portion located within the subarea) are generally devoid of street trees north of Liberty Avenue and are only present in front of the corridor's residential uses. Other streetscape elements are minimal and are limited to standard street signs, cobra head lampposts, and fire hydrants. Similar to the western side of Pennsylvania Avenue, metal ornamental fences separating residential building front yards from the adjacent sidewalks are interspersed along Sheffield Avenue's eastern sidewalks. Multiple curb cuts are also present along the corridor.

Buildings

The buildings on the east and west sides of Pennsylvania Avenue are significantly different in character. As shown in Figure 8-5, the west side of the roadway is characterized by two-story detached and semi-detached residential buildings occupying small lots that are set back from the street line (at varying distances) and separated from the sidewalk by metal fences. Larger residential buildings and commercial uses along this side of the roadway are also generally setback; several of the larger residential buildings also have fences. Existing buildings that detract from this overarching built character include a one-story laundromat at the southwest corner of Pennsylvania and Glenmore Avenues and a delicatessen at the southwest corner of Pennsylvania and Liberty Avenues (shown in Figure 8-5). Both of these buildings are set back significantly further from Pennsylvania Avenue than the surrounding buildings; an accessory parking lot occupies the laundromat's setback area, and a subway station entrance occupies the deli's setback area.

In contrast, buildings along the east side of Pennsylvania Avenue include multiple large footprint monumental institutional buildings, including the five-story 4.74-FAR W.H. Maxwell Career and Technical Education High School, which occupies the majority of the Pennsylvania Avenue frontage between Liberty and Glenmore Avenues; the four-story Magistrates Court at the northeast corner of Pennsylvania and Liberty Avenues; and the Holy Trinity Russian Orthodox Church, located at the southeast corner of Pennsylvania and Glenmore Avenues. As discussed in the "Visual Resources" section, below, the latter two structures are also historic resources.

As presented in Figure 8-5, the building stock along Sheffield Avenue is much more varied; two-story single-family residential buildings set back form the street, single-story industrial and warehouse buildings without fenestration, and multi-family residential buildings are all present along the corridor. All buildings along the corridor are one to three stories in height.

Open Space

Within the Pennsylvania and Sheffield Corridor subarea, open space is limited to vacant lots and surface parking, which are generally concentrated along Sheffield Avenue. An accessory parking lot is located at the southwest corner of Pennsylvania and Glenmore Avenues. Along Pennsylvania Avenue the majority of the buildings have paved front yards. Plantings and trees are also found in the front yards of the few residential buildings present along Sheffield Avenue. There are no other open space resources within the subarea.

Visual Resources

Despite only comprising portions of six blocks, three historic resources are located fully, or partially within the Pennsylvania and Sheffield Corridor subarea. All three visual resources are located on the east side of Pennsylvania Avenue. At the northeast corner of Liberty and Pennsylvania Avenues is the NYCL- and S/NR-eligible Magistrates Court, a Classical Revival style building with a symmetrical front façade, pedimented doors, and columns surrounding the entrances, topped with a frieze. The Holy Trinity Russian Orthodox Church (shown in Figure 8-5) is located at the southeast corner of Pennsylvania and Glenmore Avenues and is also eligible for both NYCL designation and S/NR listing. As described in Chapter 7, "Historic and Cultural Resources," the Russian Orthodox Christian style temple (constructed in 1935) has a recessed main entrance surrounded by columns and topped with a projecting, elongated pediment; the building is crowned with a copper cupola above the main entrance and a copper onion-shaped dome over the nave. Due to the low height of the existing building stock west of Pennsylvania Avenue, in addition to being visible from Pennsylvania and Glenmore Avenues, the dome of the church is visible from portions of Sheffield

Avenue. While fronting Atlantic Avenue in the Atlantic Avenue Corridor subarea, portions of the western and southern facades of the Former East New York Savings Bank (projected development site 13), a NYCL-designation and S/NR-listing eligible historic resource, are visible from within the Pennsylvania and Sheffield Corridor subarea (refer to Figure 8-5). Its prominence in northern views along Pennsylvania Avenue between Atlantic and Liberty Avenues is partially attributable to the fact that the southern portion of the building's lot is undeveloped.

FULTON STREET CORRIDOR

The Fulton Street Corridor subarea is situated in the northernmost portion of the primary study area and comprises portions of 39 blocks along Fulton Street. The subarea is bounded by Bradford Street to the west and Euclid Avenue to the east. This portion of the primary study area, which is currently zoned R5 with a C2-3 commercial overlay, is primarily comprised of residential buildings with ground-floor retail. The subarea is also characterized by the presence of the elevated J/Z subway line. The proposed zoning map changes would replace the existing R5/C2-4 zoning district with an R6A/C2-4 district.

Streets

Fulton Street is the primary roadway in the subarea. West of Schenck Avenue, Fulton Street runs perpendicular to the side streets, creating a regular street grid. East of Schenck Avenue, Fulton Street angles to the northeast running parallel with Atlantic Avenue, and creating trapezoidal and triangular blocks to the north and south. The roadway also transitions at the intersection of Arlington Avenue, further east. West of Arlington Avenue, Fulton Street carries one lane of single-directional eastbound traffic; east of Arlington Avenue, the roadway serves two-way traffic. As shown in Figure 8-6, at the juncture of Arlington Avenue and Fulton Street (where Arlington Avenue begins), a central median separates Arlington Avenue's eastbound traffic and Fulton Street's westbound traffic. The one other interruption of the subarea's street grid is Force Tube Avenue, a one-way northbound roadway that, while mapped to the south of Fulton Street, only serves vehicular traffic north of Fulton Street; the portion of Force Tube Avenue to the south of Fulton Street functions essentially as a private access way, or alley, used by adjacent businesses.

Fulton Street's sidewalks are generally 15 feet in width, with wider sidewalks found on the northern side of the street between Arlington and Norwood Avenues. The streetscape of Fulton Street is dominated by the presence of the elevated tracks of the J/Z line; access stairs to the elevated track are provided at Van Siclen Avenue, Cleveland Street, and Norwood Avenue (refer to Figure 8-6). Most of the corridor is typically lined with parallel-parked cars. Other streetscape elements along the corridor are limited to standard street signs, lampposts, wire mesh garbage cans, fire hydrants, bus stop signs, mailboxes, and bicycle racks. As shown in Figure 8-6, some of the lampposts have neighborhood signs identifying the "Fulton Street: Cypress Hills" corridor with a graphic of a tree. In part because the J/Z train runs above grade along this corridor, there are few street trees present. Retail uses protrude onto the sidewalk in front of the storefronts with awnings, displays, sandwich boards, and flags. Several retail tenants along the corridor, in addition to advertising with their ground floor awnings, also have signage posted level with the elevated J/Z subway track. Chain link, metal, and brick fences are also present within the subarea, separating residential front yards from the sidewalk. This streetscape element is most prevalent west of Miller Avenue.

Buildings

The Fulton Street Corridor subarea is predominantly lined with older two- and three-story attached mixed-use buildings on small lots that are built to the street line with ground floor retail and housing above. Residential uses can also be found occupying the ground floors intermittently along the corridor. While buildings in the subarea are built to a variety of densities, with the exception of only three buildings, all of the buildings are one to three stories in height. A four-story residential building occupies the northwest corner of Fulton and Hendrix Streets and the four-story P.S. 290 Juan Morel Campos building is located on the south side of Fulton Street between Schenck Avenue and Barbey Street. Residential buildings west of Miller Avenue are generally set back from the street line with small fenced-in paved front yards.

As shown in Figure 8-6, recent residential construction generally does not follow the trends of the existing building stock in the subarea. The three-story residential buildings with ground floor retail along the south side of Fulton Street between Van Siclen Avenue and Hendrix Street were constructed in 2008 and were set back from the street



1. Intersection of Arlington Avenue and Fulton Street (view east along Fulton St.)



2. North side of Fulton Street between Ashford and Cleveland Streets (view west)



3. New residential development at northwest corner of Fulton and Essex Streets (view west)



4. BMT Substation #401 (view south on Fulton Street)



5. New development on the south side of Fulton Street between Van Siclen Avenue and Hendrix Street (view east)



6. Van Siclden Subway entrance on northwest corner of Fulton and Clevelend Streets (view east)

with a rear yard and vehicular access. A three-story residential building with ground floor retail space was also recently constructed (in 2008) at the northwest corner of Fulton and Essex Streets. The ground floor retail space is currently unoccupied and is a marked departure from the mixed-use buildings typically found along the corridor, with significant ground floor transparency, and angled setback upper levels.

Open Space

Open space in the Fulton Street Corridor subarea is generally limited to vacant land, surface parking lots, and paved front yards accessory to residential uses, which are all typically surrounded by fencing. A schoolyard is located adjacent to P.S. 290 Juan Morel Campos on the southwest corner of Fulton and Barbey Streets. In addition, a community garden is located at the southwest corner of Fulton and Essex Streets. Both of these open spaces are surrounded by fencing as well.

Visual Resources

There is one historic resources located within the Fulton Street Corridor subarea: the S/NR-listed BMT Substation #401 at 3046 Fulton Street (between Essex Street and Shepherd Avenue). As described in Chapter 7, "Historic and Cultural Resources," the structure was built in 1903 to supply power to the trolleys of the Brooklyn Heights Railway. The double-height, single-story Neo-Classical building is generally symmetrical. The front façade (on Fulton Street, shown in Figure 8-6) has a central arched monumental portal with a modern roll-down metal door, flanked by balancing side windows and topped with a continuous projecting brick course and clerestory windows. P.S. 108, a NYCL, is also visible from within the Fulton Street Corridor subarea along both Linwood Street and Arlington Avenue. Built in 1895, the building fronts Linwood Street and is symmetrically arranged into three parts with three-bay-wide end pavilions connected by recessed wings to a seven-bay-wide central entrance section.

ATLANTIC AVENUE CORRIDOR

The Atlantic Avenue Corridor subarea comprises two non-contiguous areas along Atlantic Avenue including portions of a combined 53 blocks. The western portion of the subarea is located between Sheffield Avenue and Logan Street/Pitkin Avenue and is primarily zoned C8-2, with pockets of M1-1, R5, and R5/C2-2 zoning districts. The eastern portion of the subarea is located to the east of the Large Sites—Chloe/Dinsmore-Chestnut subarea (east of Euclid Avenue) and is primarily zoned C8-1, with a small pocket zoned C8-2. The subarea is generally characterized by low-density manufacturing and auto-related uses. The proposed zoning map changes would generally replace the existing zoning districts with R8A/C2-4 and C4-4D districts; R5, R5B, and M1-4/R8A districts would also be mapped in this subarea under the proposed rezoning.

Streets

Atlantic Avenue is the largest corridor in the primary study area and is one of the main thoroughfares in Brooklyn. The avenue has a width of 120 feet throughout most of the subarea and includes six moving lanes and two curbside lanes. A paved median contains vents for the Long Island Rail Road (LIRR), below. The avenue is also a designated truck route and is heavily traveled by trucks moving goods through the borough. The streets to the north and south of Atlantic Avenue form a grid west of Warwick Street. East of Warwick Street, the street grids to the north and south of the corridor do not align, and marked pedestrian crossing traversing the entire width of Atlantic Avenue are minimal. The substantial width of the roadway, in combination with its heavy fast-moving truck traffic and minimal pedestrian crossings, creates a divide between Cypress Hills to the north and East New York to the south. The roadway is also notable as it does not follow the street grid, creating trapezoidal blocks to the north and south.

The sidewalks along Atlantic Avenue are generally 15 feet in width. There is minimal pedestrian activity along Atlantic Avenue and limited pedestrian amenities, such as lighting, benches, bus shelters, way finding signs, or street trees. While awnings, sandwich boards, and other elements of the adjacent retail establishments spill onto the sidewalk on sections of the corridor, creating a more inviting pedestrian friendly environment, this active streetscape environment is disjointed, interrupted by the numerous curb cuts leading to auto-related uses and parking lots throughout the corridor. Street trees are not planted regularly along the corridor, resulting in instances of multiple

blocks with no plantings. Auto-related uses often spill out to the corridor as well, with vehicle parked along certain sidewalks within the subarea (refer to Figure 8-7).

Buildings

Buildings along Atlantic Avenue become increasingly auto-oriented and lower in scale with a greater amount of parking and set back frontages as one travels east along the corridor. Common land uses along Atlantic Avenue include low-scale semi-industrial and auto-related uses, such as gas stations, car washes, auto repair shops, storage facilities, and fast food restaurants (refer to Figure 8-7). These buildings are generally set back from the street by parking lots further east along the corridor, while also occupying ground floors of residential buildings to the west. Existing loft-style buildings formerly used for industrial purposes have either been converted to warehouses and storage facilities or are vacant. West of Jerome Street, two- to three-story residential buildings with ground floor retail, such as those presented in Figure 8-7, are more predominant, and are generally built to the street line, creating continuous streetwalls along segments of the corridor.

In general, buildings along Atlantic Avenue are one to two stories in height. The low heights of these existing buildings do not correlate with the expansive width of Atlantic Avenue, and the "street as a room" effect is not present. Exceptions to the low-scale building stock include several four-story buildings located on the north side of Atlantic Avenue between Barbey and Cleveland Streets, a four-story Storage Post Self Storage building at the northeast corner of Atlantic and Euclid Avenues, and the now-vacant four-story building at the southeast corner of Atlantic and Pennsylvania Avenues (projected development site 13).

Buildings along the corridor are also generally built to an FAR of 2.0 or less, with the exception of the aforementioned cluster of higher FAR buildings along the north side of Atlantic Avenue between Barbey and Cleveland Streets and the Storage Post Self Storage building. In addition, the commercial building at 3144 Atlantic Avenue and the former Empire State Dairy building at 2840 Atlantic Avenue, described in greater detail in the "Visual Resources" section, below, are built at higher densities.

Recent construction along the corridor has included fast food establishments or community facilities, such as schools. The four-story Cypress Hills High School at the northeast corner of Atlantic Avenue and Warwick Street was constructed in 2009. Despite the lot's location on Atlantic Avenue, the building's primary façade and entry faces Warwick Street, with minimal fenestration on the Atlantic Avenue façade.

Open Space

Open space within the Atlantic Avenue Corridor subarea include vacant lots, surface parking lots, and one open space resource. Sperandeo Brothers Playground occupies portions of the superblock bounded by Atlantic and Liberty Avenues and Cleveland and Linwood Streets and is one of the largest open spaces in the primary study area.

Visual Resources

In addition to Sperandeo Brothers Playground, which is considered a visual resource in accordance with the *CEQR Technical Manual*, two historic resources are located within the Atlantic Avenue Corridor subarea: the former East New York Savings Bank, located at 91 Pennsylvania Avenue (projected development site 13), and the Empire State Dairy Building, located at 2840 Atlantic Avenue (projected development site 37). The former East New York Savings Bank is a red brick building with a large projecting cornice on the corner. The Empire State Dairy Building (shown in Figure 8-7) is comprised of several distinct buildings constructed around the turn of the twentieth century. The earliest buildings on the site include two attached, three-story masonry buildings at the corner of Atlantic and Schenck Avenues; a one-story brick building on Schenck Avenue; and a three-story brick building fronting Schenck Avenue. Fronting Atlantic Avenue, the four-story, Medieval European-inspired building includes the most notable features of the building: two large ceramic colored tile panels above either side of the main entrance, which depict bucolic Alpine scenes, likely designed by artist Leon Solon. Both of these historic resources are eligible for NYCL designation and S/NR listing.



1. North side of Atlantic Avenue between New Jersey Avenue and Vermont Street



2. South side of Atlantic Avenue between Barbey and Jerome Streets (view east)



3. Storage building on the north side of Atlantic Avenue between Jerome and Warwick Streets (view northeast)



4. South side of Atlantic Avenue (view east from Euclid Avenue)



5. South side of Atlantic Avenue between New Jersey Avenue and Vermont Street (view east)



6. Empire Street Dairy Building Atlantic Avenue facade

The northern and eastern facades of St. Michael's Roman Catholic Church Complex, an NYCL- and S/NR-eligible resource located within the Liberty Avenue Corridor subarea to the south, are also partially visible from portions of Jerome Street within the Atlantic Avenue Corridor subarea (refer to Figure 8-7).

LIBERTY AVENUE CORRIDOR

The Liberty Avenue Corridor subarea comprises all, or portions of, 48 blocks located within two non-contiguous areas along Liberty Avenue. The western portion of the subarea is located between the Pennsylvania and Sheffield Corridors subarea and the Large Sites—Arlington Village subarea and is bounded by Berriman Street to the east and a line midblock between Pennsylvania and New Jersey Avenues to the west. The eastern portion of the subarea comprises the blocks bounded by Arlington Village/Montauk Avenue to the west and Conduit Avenue to the east. The proposed zoning map changes would replace the existing C8-2, M1-1, R5, R5/C2-3, and R5/C2-2 zoning districts in the subarea with R6A, M1-4/R6A, R6A/C2-4, R7A/C2-4, R5B, and R6B zoning districts.

Streets

Liberty Avenue is a minor east-west corridor in the primary study area that serves one lane of traffic in each direction, with parking on both sides. As shown in Figure 8-8, Class III bike lanes (shared bike/vehicle lanes) run in both directions. One-way north-south streets with parking on both sides intersect Liberty Avenue at 90 degree angles every 200 feet, forming a regular street grid within the subarea. One exception is the superblock on the north side of Liberty Avenue bounded by Cleveland and Linwood Streets. As Atlantic Avenue (the east-west street one block north of Liberty Avenue) angles to the northeast, the blocks within the Liberty Avenue Corridors Subarea generally increase in size from west to east until Fountain Avenue. East of Fountain Avenue, the blocks to the north of Liberty Avenue are significantly smaller in size bounded by Wells Street to the north.

Sidewalks along Liberty Avenue are generally 12 feet in width, and are lined with street trees. Other typical streetscape elements, including standard street signs, lampposts, wire mesh garbage cans, fire hydrants, and mailboxes, are also found along this corridor. Interspersed along the Liberty Avenue sidewalks are the occasional sandwich board, awning, and signage for adjacent retail uses, although these streetscape elements are not concentrated in any one area. Metal and brick decorative fences are present along some north-south streets that intersect Liberty Avenue, surrounding residential front yards (refer to Figure 8-8).

Buildings

As evident in Figure 8-8, reflecting the varied zoning found along Liberty Avenue, building uses along this thoroughfare include residences, local retail uses, auto repair shops, and other semi-industrial uses. While almost all buildings in the subarea are one to three stories in height, a variety of building footprint sizes are present. Both small-footprint residential buildings on narrow lots and larger footprint commercial, industrial, and institutional uses are present along Liberty Avenue and the intersecting north-south streets. The only building in the subarea that is greater than four stories in height is the East New York Vocational High School on the north side of Wells Street between Fountain and Conduit Avenues. Buildings in the subarea are generally built to the lot line. In the eastern portion of the subarea (east of Montauk Avenue), the only larger footprint buildings are located along Liberty Avenue. Two three-story large-footprint residential buildings were constructed in this section of the subarea in 2009 on the southern side of Liberty Avenue between Logan and Crystal Streets. Both of these buildings are set back from the street line.

Open Space

Two open space resources are located within the Liberty Avenue Corridor subarea: the Sperandeo Brothers Playground and City Line Park. Sperandeo Brothers Playground is located on the superblock bounded by Linwood and Cleveland Streets and Liberty and Atlantic Avenues, and City Line Park is located north of Wells Street between Fountain and South Conduit Avenues. These open spaces represent two of the largest open space resources in the primary study area. Two community gardens are also located within the subarea: the Crystal Street Block Association Community Garden (on Berriman Street north of Liberty Avenue) and the Shield of Faith Community Garden (on the southwest corner of Wells and Crystal Streets). Other open spaces in the subarea include surface parking lots, vacant



1. North side of Liberty Avenues between Vermont and Wyona Streets (view northeast)



2. West side of Shepherd Avenue north of Liberty Avenue (view northwest)



3. South side of Liberty Avenue between Shepherd Avenue and Essex Street



4. New development on the south side of Liberty Avenue between Crystal Street and Fountain Avenue (view west)



5. 75th Police Precinct Station (view southwest from the intersection of Liberty and Miller Avenues)



6. View of the St. Michael's Roman Catholic Church complex from Liberty Avenue east of Warwick Street (view northwest)



7. View of the East New York Vocational High School from the intersection of Liberty Avenue and Crystal Street (view north)



8. Firehouse Engine 236 (view southeast from Liberty Avenue)

land, and planted and paved residential front yards. The largest surface parking lot in the subarea is located on the northeast corner of Liberty Avenue and Warwick Street and is surrounded by chain link fencing.

Visual Resources

In addition to the two parks located within the Liberty Avenue Corridor subarea, other visual resources include a number of historic resources located within, or visible from, the subarea.

Within the western portion of the subarea (west of the Large Sites—Arlington Village subarea), the 75th Police Precinct Police Station (S/NR-listed and NYCL-designation eligible) is located at 486 Liberty Avenue at the corner of Liberty and Miller Avenues (see Figure 8-8); views of the building are generally limited to these two roadways. As described in Chapter 7, "Historic and Cultural Resources," the asymmetrical Romanesque Revival style building is distinguished by a round tower at the street corner, projecting wall sections at each street façade, and a prominent round-arched entrance section facing Liberty Avenue. The former station house has been converted into a church, and the garage has been converted into a parsonage.

The NYCL-designation and S/NR-listing eligible St. Michael's Roman Catholic Church is also located within the subarea at 231 Jerome Street and is comprised of several distinct buildings on Jerome Avenue, Liberty Avenue, and Warwick Street. The complex's P.S. 65 Annex on the corner of Liberty Avenue and Warwick Street, is faced in orange and buff brick, with typical Renaissance Revival ornament such as arched windows, pediments surmounting the main entrances, and projecting cornices, and is visible from Liberty Avenue between Jerome and Ashford Streets as well as portions of Warwick Street between Atlantic and Glenmore Avenues. The adjoining parish center on Warwick Street is visible from Warwick Street between Liberty and Atlantic Avenues; as a large parking lot is located directly opposite the building on Warwick Street, the building is also visible from Liberty Avenue between Warwick and Ashford Streets (refer to Figure 8-8). The convent for the nuns of the order of St. Dominic (constructed on the site in 1915 and faced in buff brick with limestone trim with a projecting cornice) and the Italian Renaissance-inspired St. Michael's Roman Catholic Church (which features a central rose window above a round-arched entrance, stone columns, and decorative bands of blue terra-cotta tile-work above the arch) front Jerome Street, and, due to the narrow street width and the existing built environment, are only visible from Jerome Street. St. Michael's High School on the corner of Liberty Avenue and Jerome Street is the newest structure on the site and is visible from portions of the two roadways it fronts.

While not located within the subarea, the following additional historic resources eligible for NYCL designation and S/NR listing are visible from within the western portion of the Liberty Avenue Corridor subarea: the Empire State Dairy Building, located to the north in the Atlantic Avenue Corridor subarea, is visible from portions of Schenck Avenue and Barbey Street; the Grace Baptist Church and the Second Calvary Baptist Church, both located to the south in the Residential Side Streets subarea, are visible from portions of New Jersey and Miller Avenues, respectively; and the Magistrates Court, located to the west in the Pennsylvania and Sheffield Corridors subarea, is visible from portions of Liberty Avenue.

In the eastern portion of the subarea (east of the Large Sites—Arlington Village subarea) there are two historic resources: the NYCL-designation and S/NR-listing eligible former East New York Vocational High School (now the East New York High School of Transit Technology) and the S/NR-eligible Firehouse Engine 236 (refer to Figure 8-8). The former East New York Vocational High School is a predominately white brick clad modern structure located on the northeast corner of Fountain Avenue and Wells Street, adjacent to City Line Park. Views of the historic resource from the subarea are provided on Fountain and Atlantic Avenues and Wells and Crystal Streets. Firehouse Engine 236 is located on the southwest corner of Liberty and Euclid Avenues. Views of this historic resource are provided along Liberty, Euclid, and Conduit Avenues, with limited views also available along portions of Doscher Street.

PITKIN AVENUE CORRIDOR

The Pitkin Avenue Corridor subarea comprises portions of 55 blocks that front Pitkin Avenue between Sheffield Avenue and Crescent Street. The subarea is primarily zoned R5, with commercial overlays (C1-3, C2-2, and C2-3) mapped along most of the corridor; R6, R7A, C8-2, and M1-1 districts are also mapped on limited portions of the

subarea. The proposed zoning map changes would generally replace the existing zoning districts in the subarea with an R7A/C2-4 zoning district; two small C4-4D districts would be mapped within the subarea as well.

Streets

Pitkin Avenue is a two-way east-west corridor that is mapped at a width of 80 feet, including two travel lanes and one parking lane on each side. North-south streets, which generally serve one-way traffic, intersect Pitkin Avenue at 90 degree angles, forming a regular street grid within the subarea. Sidewalks along the corridor range from ten to 15 feet in width. In part because the A/C subway line runs below grade along Pitkin Avenue, the corridor has few existing street trees. Several subway entrances to the A/C line are located along the Pitkin Avenue corridor (at Van Siclen, Shepherd, and Euclid Avenues). Other streetscape elements found along the corridor include standard street signs, lampposts, wire mesh garbage cans, fire hydrants, and mailboxes. Metal and brick decorative fences are also present along Pitkin Avenue, surrounding residential front yards.

Buildings

As shown in Figure 8-9, the Pitkin Avenue Corridor subarea is characterized by two- to three-story mixed-use buildings with neighborhood retail at the ground floor and residential units above. Much of the corridor is residential, with ground floor residential uses present in over 40 percent of the corridor's former ground floor retail spaces. Included in the commercial uses remaining along the corridor are one of the primary study area's few supermarkets at Vermont Street, as well as delicatessens, laundromats, salons, and other small retail establishments.

New construction in the subarea is mostly residential and often sets back from the street line to allow for off-street parking or has its primary frontage on side streets, with building sides along Pitkin Avenue. Examples include the three-story residential building at the northwest corner of Pitkin Avenue and Wyona Street, which was constructed in 2005; and the four-story residential building at the northeast corner of Pitkin Avenue and Hendrix Street (shown in Figure 8-9), which was constructed in 1998. These buildings front north-south side streets, with minimal fenestration on their Pitkin Avenue frontage. Examples of recent residential construction that set back from the street for parking include the six buildings constructed on the south side of Pitkin Avenue between Barbey and Jerome Street in 2006 (see Figure 8-9). The ground floor residential conversions and recent residential developments create a disjointed retail corridor and limit street activity.

While most of the subarea is comprised of buildings with small building footprints, which correspond with the narrow lots, there are several larger footprint buildings in the corridor that are taller than three stories. The New York City Housing Authority (NYCHA) Fiorentino Plaza complex (shown in Figure 8-9) comprises eight four-story buildings occupying portions of three blocks on the north side of Pitkin Avenue between Wyona Street and Van Siclen Avenue. A four-story large footprint residential building occupies the majority of Pitkin Avenue's southern frontage between Jerome and Warwick Streets. The building is set back from the street, with yards on all street frontages.

Open Space

Open spaces within the Pitkin Avenue Corridor subarea include several community gardens, vacant lots, surface parking lots, and front yards accessory to residential uses.

Visual Resources

While no historic resources are located within the Pitkin Avenue Corridor subarea, three historic resources are visible from within the subarea. As presented in Figure 8-9, the Holy Trinity Russian Orthodox Church, located within the Pennsylvania and Sheffield Avenue Corridor subarea is visible from portions of Pennsylvania Avenue within the Pitkin Avenue subarea; the building at 277 Vermont Street within the Residential Side Streets subarea is visible from portions of Vermont Street within the Pitkin Avenue subarea; and P.S. 159, which is located outside of the primary study area at 2781 Pitkin Avenue, is visible from portions of Crescent Street and Pitkin Avenue within the Pitkin Avenue subarea (refer to Figure 8-9). All three of these historic resources are eligible for NYCL designation and S/NR listing. In addition, while not located within the subarea, Grace Playground, a 2.74-acre jointly-operated open space,



1. North side of Pitkin Avenue between Doscher and Chestnut Streets



2. North side of Pitkin Avenue between Logan Street and Fountain AAvenue (view northeast)



3. Recent development at northeast corner of Pitkin Avenue and Hendrix Street (view northeast)



4. NYCHA Fiorentino Plaza (view northwest on Atlantic Avenue west of Van Siclen Avenue)



5. Recent construction on the south side of Pitkin Avenue between Barbey Street and Jerome Avenue (view southwest)



6. View northeast of PS 159 from the intersection of Pitkin Avenue and Crescent Street



7. View of the Holy Trinity Russian Orthodox Church from New Jersey Avenue north of Pitkin Avenue (view northwest)

located south of Pitkin Avenue on the superblock bounded by Pennsylvania Avenue and Vermont Street, is visible from within the subarea.

LARGE SITES

The Large Sites subarea comprises the largest projected development sites within the rezoning area. The Large Sites—Arlington Village portion of the subarea includes projected development site 46 (bounded by Berriman Street and Atlantic, Montauk, and Liberty Avenues and zoned R5 and R5/C1-3) and the northern portions of the two blocks immediately to the south (zoned M1-1). The Large Sites—Arlington Village portion of the subarea will primarily be rezoned R6B, with the Liberty Avenue frontage zoned R6A/C2-4. The Large Sites—Chloe/Dinsmore-Chestnut portion of the subarea is currently zoned M1-1 and includes projected development sites 66 (the Dinsmore-Chestnut URA) and 67, as well as all, or portions, of three blocks immediately to the north of projected development site 66. The Large Sites—Chloe/Dinsmore-Chestnut portion of the subarea will primarily be rezoned M1-4/R8A, with the portions north of projected development site 66 rezoned M1-4/R7A and R6A/C2-4.

Arlington Village

The Arlington Village portion of the Large Sites subarea comprises portions of four blocks with frontage on Liberty Avenue between Berriman Street and Montauk Avenue. Liberty Avenue is a minor east-west corridor in the primary study area that serves one lane of traffic in each direction, with parking on both sides. Class III bike lanes (shared bike/vehicle lanes) run in both directions. The two blocks to the north of Liberty Avenue are distinguishable from the surrounding street grid, as a portion of Atkins Avenue between Liberty and Atlantic Avenues (bisecting the parcel) is closed to traffic, terminating in dead ends blocked by chain link fencing within the site. Atkins Avenue south of Liberty Avenue serves one-way southbound traffic. Berriman Street serves one-way northbound traffic to the north and south of Liberty Avenue, and Montauk Avenue serves one-way northbound traffic to the south of Liberty Avenue, while serving two-way traffic north of Liberty Avenue. All three north-south streets in/along the Arlington Village portion of the Large Sites subarea have parking on both sides. Streetscape elements within the Large Sites—Arlington Village subarea are limited to street trees, cobra head streetlights, and standard street signage; no street trees are planted along the south side of Liberty Avenue between Atkins and Montauk Avenues (refer to Figure 8-10). The streetscape on the south side of Liberty Avenue is also dominated by the presence of fencing: a chain link fence lines the Liberty Avenue southern frontage between Berriman Street and Atkins Avenue, and a solid metal fence lines the Liberty Avenue southern frontage between Atkins and Montauk Avenues.

As shown in Figure 8-10, the two blocks to the north of Liberty Avenue (projected development site 46) are occupied by the 0.5-FAR Arlington Village, a residential development constructed in 1950 that comprises six sets of attached two-story buildings set back from the street and facing two large interior courtyards. The buildings have minimal fenestration and many of the buildings are boarded up and unoccupied. The complex previously had a one-story supermarket on Liberty Avenue between Atkins and Montauk Avenues, which was built to the street line. As shown in Figure 8-10, this former commercial use is now vacant and boarded up. To the south of Liberty Avenue, P.S. 345 Patrolman Robert Bolden and its accessory open space occupy the Liberty Avenue frontage between Berriman Street and Atkins Avenue. The three-story 0.82-FAR building is set back from Liberty Avenue with no entrances along this corridor. A small one-story 0.26-FAR building occupies the lot on the south side of Liberty Avenue between Atkins and Montauk Avenues and is not visible from the street, as the lot is surrounded by solid metal fencing (see Figure 8-10). The area between the fence and the small building, which is only visible when the retractable door is open, is used for parking.

There are neither visual resources within nor visual resources visible from the Arlington Village portion of the Large Sites subarea.

Chloe/Dinsmore-Chestnut

The Chloe/Dinsmore-Chestnut portion of the Large Sites subarea is generally bounded by parallel major east-west corridors in the primary study area: Atlantic Avenue to the south and Fulton Street to the north. Fulton Street serves two-way traffic in this portion of the primary study area. The streetscape of Fulton Street is dominated by the presence of the elevated tracks of the J/Z line. Atlantic Avenue is the largest corridor in the primary study area. While



1. Arlington Village (view northwest along Liberty Avenue east of Atkins Avenue)



2. Arlington Village's vacant former supermarket space on the north side of Liberty Avenue between Atkins and Montauk Avenues (view east)



3. Dead-end Atkins Avenue (view north from Liberty Avenue)



4. South side of Liberty Avenue between Atkins and Montauk Avenues (view east)



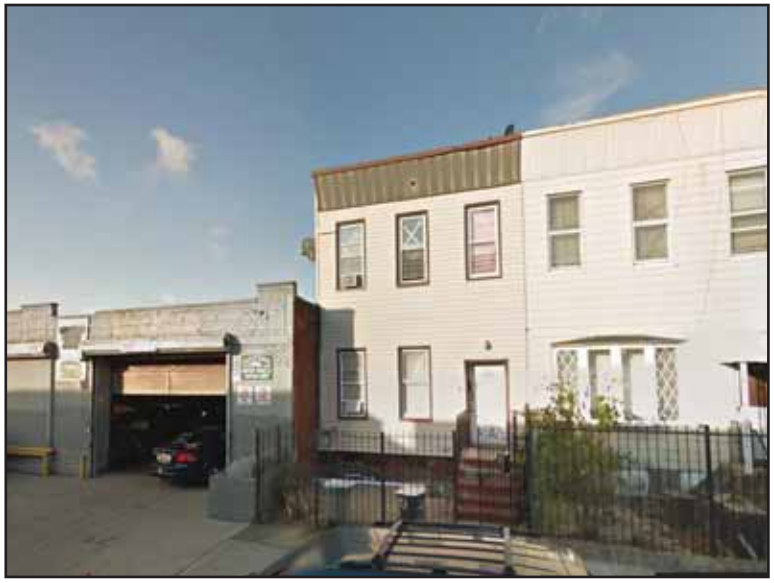
5. Projected development site 67



6. Force Tube Avenue south of Fulton Street (view south)



7. View east along Atlantic Avenue west of Chestnut Street (site 66 in the foreground; site 67 and the buildings north of Dinsmore Pl. in the background)



8. West side of Richmond Street between Dinsmore Place and Fulton Street (view southwest)

the roadway serves two-way traffic separated by a small paved central median in the remainder of the primary study area, the portion of Atlantic Avenue that the Large Sites—Chloe/Dinsmore-Chestnut subarea fronts is distinct, as the eastbound lanes separate from the linear street grid at the juncture with Conduit Avenue. As shown in Figure 8-10, the eastbound lane rejoins the westbound lane at Euclid Avenue (the eastern boundary of this portion of the Large Sites subarea). Grass and trees are planted along the Atlantic Avenue sidewalk between Logan and Chestnut Streets, separating the pedestrian space from the roadway, while also narrowing the usable sidewalk width. No trees are planted along the north side of Atlantic Avenue between Chestnut Street and Euclid Avenue.

The blocks within the Large Sites—Chloe/Dinsmore-Chestnut subarea comprise two large trapezoidal blocks (projected development sites 66 and 67) and three smaller blocks. The projected development site 66 block runs east-west and is surrounded by fencing (see Figure 8-10). No buildings are located on the block, which is partially vacant and partially used as a surface parking lot. Projected development site 66 is separated from the north-south oriented projected development site 67 by Chestnut Street, a one-way northbound street with parking on both sides. There are no sidewalks on the west side of Chestnut Street between Dinsmore Place and Atlantic Avenue. As shown in Figure 8-10, projected development site 67, to the east of Chestnut Street, is occupied by an abandoned partially burnt-out former industrial building.

Dinsmore Place borders projected development site 66 to the north and serves one-way westbound traffic. There are no sidewalks on the southern side of Dinsmore Place between Richmond and Chestnut Streets. While the blocks to the north of Dinsmore Place comprise three blocks, they function as two blocks divided by Richmond Street. The portion of Force Tube Avenue between Fulton Street and Dinsmore Place serves as a private access way, or alley, used by adjacent businesses rather than a through-street, as shown in Figure 8-10. While many of the residential buildings along Logan and Richmond Streets have front yards surrounded by decorative fencing, the setbacks are generally uniform, creating a consistent streetwall (see Figure 8-10). A large parking area surrounded by fencing occupies the northwest corner of Richmond Street and Dinsmore Place. The only buildings in the Large Sites—Chloe/Dinsmore-Chestnut subarea with more than two stories front Fulton Street.

City Line Park, an open space visual resource, is visible from the Atlantic Avenue frontage of the Chloe/Dinsmore-Chestnut portion of the Large Sites subarea, west of Chestnut Street. No visual resources are located within, and no other visual resources are visible from, the Chloe/Dinsmore-Chestnut portion of the Large Sites subarea.

OCEAN HILL

The Ocean Hill subarea comprises 17 blocks (or portions thereof) within the Ocean Hill section of the rezoning area that are currently zoned M1-1, M1-2, and M1-4. Under the proposed rezoning, the Ocean Hill subarea would be rezoned with a mix of commercial (C4-4L and C4-5D), residential (R5B, R6A, R6B, R7A/C2-4, and R7D/C2-4), and mixed-use (M1-4/R7D) districts.

Streets

The Ocean Hill subarea is bisected by several streets that lead to Broadway Junction to the east, resulting in a variety of block forms. As presented in Figure 8-11, Atlantic Avenue runs above grade on a viaduct within the Ocean Hill subarea. This existing elevated roadway creates a disjointed landscape, cutting off the areas to its north and south, both physically and visually, and makes the subarea difficult for pedestrians to navigate. The only pedestrian crossing at Atlantic Avenue is the LIRR station underpass, located at Van Sinderen Avenue (along the eastern boundary of the subarea), which is poorly lit and deteriorating. Along the southwestern border of the Ocean Hill subarea, a bike route runs along East New York Avenue, which connects to the Eastern Parkway greenway. The Eastern Parkway Extension's central median is planted with trees in portions of the subarea (see Figure 8-11).

While the blocks between Fulton Street and Atlantic Avenue within the Ocean Hill subarea are rectangular, the remaining blocks within the subarea are irregularly shaped. The blocks south of Atlantic Avenue are bisected by East New York Avenue to the southeast, which does not follow the street grid. The blocks to the north of Fulton Street are formed by the convergence of multiple street grids intersecting, resulting in irregularly shaped trapezoidal and triangular blocks.



1. Atlantic Avenue viaduct (view west on Atlantic Avenue betewen Jardine and Havens Places)



2. North side of Truxton Street between Sackman Street and Eastern Parkway Extension (view northwest)



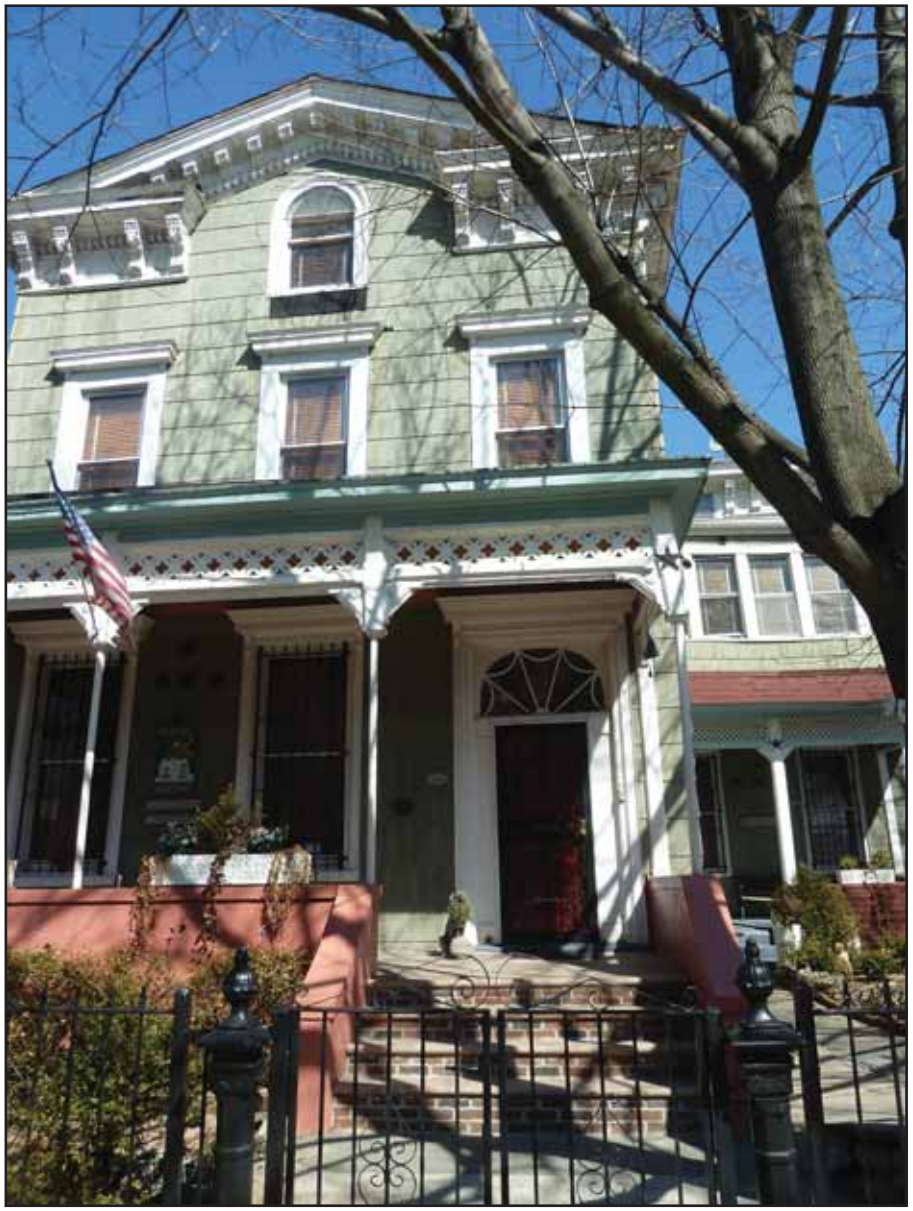
3. View south on Havens Place between Atlantic Avenue and Herkimer Street



4. Callahan-Kelly Playground (view east from the northwest corner of Sackman and Truxton Streets)



5. Planted median on Eastern Parkway Extension (view north between Truxton and Somers Streets)



6. 1431 Herkimer Street (Herkimer Street facade)

Streetscape elements within the Ocean Hill subarea are limited to standard lampposts, street signage, and fire hydrants. While street trees are present along certain corridors, they are noticeably absent from other corridors within the subarea, including along East New York Avenue, Sackman Street (south of Atlantic Avenue), Dean Street, Atlantic Avenue, Havens Place, the south side of Herkimer Street (east of Sackman Street), the north side of Truxton Street, and the east side of Van Sinderen Avenue. The streetscape adjacent to the Broadway Junction subway station (along Fulton Street and Van Sinderen Avenue) is currently occupied by construction equipment and bollards, in conjunction with the ongoing Broadway Junction streetscape improvements.

Buildings

As presented in Figure 8-11, despite being zoned for manufacturing, the Ocean Hill subarea continues to maintain its longstanding residential character. Two- and three-story rowhouses can be found in the subarea, along with larger buildings up to four stories in height. The majority of buildings in the subarea have built FARs of 1.0 to 2.0. The buildings within the subarea include large-footprint buildings, which are generally located along the south side of Fulton Street and along Atlantic Avenue, and smaller footprint buildings, which are found north of Truxton Street, along the subarea's north-south side streets, and south of Pacific Street. The larger footprint buildings are typically non-residential and include large former industrial loft buildings that are currently occupied by a mix of commercial and community facility uses, including several homeless shelters.

Open Space

The Callahan-Kelly Playground (shown in Figure 8-11) occupies two blocks within the Ocean Hill subarea and is generally bounded by Truxton and Fulton Streets, the Eastern Parkway Extension, and Van Sinderen Avenue. Other open spaces within the subarea include vacant lots and surface parking lots. The largest vacant lot in the subarea is located along the north side of Pacific Street between Sackman Street and East New York Avenue, and the largest surface parking lot occupies the majority of the block bounded by Herkimer Street, Haven Place, and Atlantic and Van Sinderen Avenues. Both of these large open lots are surrounded by fencing.

Visual Resources

In addition to the Callahan-Kelly Playground, noted above, visual resources in the Ocean Hill subarea include a historic resource located at 1431 Herkimer Street (at the northwest corner of Herkimer and Sackman Streets). This residential building (shown in Figure 8-11) is eligible for NYCL designation and S/NR listing, and has its primary frontage on Herkimer Street. The building is visible from portions of Herkimer and Sackman Streets. The NYCL-designation and S/NR-listing eligible Our Lady of Loreto Roman Catholic Church, while located outside of the primary study area at the northwest corner of Sackman and Pacific Streets, is visible from portions of Sackman and Pacific Streets within the Ocean Hill subarea.

RESIDENTIAL SIDE STREETS

The Residential Side Streets subarea comprises two non-contiguous areas of the rezoning area that front Glenmore Avenue and/or residential side streets between Pennsylvania Avenue and Crescent Street, as well as the residential side streets between Fulton Street and Atlantic Avenue from New jersey Avenue (to the west) to Logan Street (to the east). These blocks are generally zoned R5, with two small pockets zoned M1-1; lots fronting Euclid Avenue and Glenmore Avenue within the subarea are also mapped with C2-2 commercial overlays. Under the proposed rezoning, the Residential Side Streets subarea would generally be rezoned R5B, with small pockets of R6A, R7A, R8A/C2-4, and C4-4D also proposed in the subarea.

Streets

The Residential Side Streets subarea primarily comprises lots fronting the primary study area's north-south side streets, most of which serve one-way traffic with parking on both sides. Glenmore Avenue is a minor east-west corridor located between Liberty and Pitkin Avenues and is the only east-west corridor that spans the length of the subarea. One minor east-west corridor (Folsom Place) is located in the northern portion of the subarea, spanning one block between Linwood and Essex Streets. Glenmore Avenue serves one-way westbound traffic with parking on both sides. The Residential Side Streets subarea blocks between Liberty and Pitkin Avenues follow a regular street

grid, with north-south streets every 200 feet. The easternmost blocks to the north of Glenmore Avenue are irregularly shaped, bisected to the northeast by Conduit Avenue. The Residential Side Streets subarea blocks between Fulton Street and Atlantic Avenue are trapezoidal, following the angles of these two east-west corridors.

Streetscape elements within the Residential Side Streets subarea are limited to standard lampposts, street signage, fire hydrants, and decorative metal and brick fences separating residential front yards from the sidewalk. There are a significant number of curb cuts in the subarea providing access to parking in recent residential buildings, which hinder walkability.

Buildings

As presented in Figure 8-12, the Residential Side Streets subarea is characterized by two- to three-story rowhouses and small three- to four-story apartment buildings constructed in the early 1900s. Recent infill development includes low-scale rowhouses and semi-detached homes. In general, the newer construction does not match the form and character of the more historic homes found in the subarea, due to low-density zoning regulations that require off-street parking and front yards. Examples include the five buildings located on the south side of Glenmore Avenue between Crystal and Chestnut Streets (constructed between 2001 and 2009), which are shown in Figure 8-12. All of these buildings are set back from the street, with front driveways and/or yards and contrast with the adjacent buildings that are built to, or close to, the street line and were constructed in the first half of the twentieth century. Another example is the four attached three-story multi-family residential buildings at the southwest corner of Glenmore and Miller Avenues (constructed in 2014), which is set back substantially from the street to provide parking. Examples such as these are found throughout the subarea and create a disjointed streetwall.

The residential buildings in the portion of the subarea located between Fulton Street and Atlantic Avenue are slightly lower in scale and characterized by more detached homes than typically found in the portion of the subarea located between Liberty and Pitkin Avenues. The same pattern of older historic homes with small or no front yards juxtaposed with newer construction with parking in the front yard is present in this portion of the subarea as well.

Open Space

While there are no open space resources in the portion of the Residential Side Streets subarea between Fulton Street and Atlantic Avenue, there is a significant number of community gardens along Glenmore Avenue (in the portion of the subarea between Liberty and Pitkin Avenues), as shown in Figure 8-12. Eight community gardens are concentrated along Glenmore Avenue between Van Siclen Avenue and Cleveland Street. Other open spaces found in the Residential Side Streets subarea include surface parking lots, vacant lots, and many residential front yards.

Visual Resources

As shown in Figure 8-12, there are four historic resources located within the Residential Side Streets subarea, all of which are located in the southern portion of the subarea (between Liberty and Pitkin Avenues). The Grace Baptist Church is located at 233 New Jersey Avenue and is eligible for NYCL designation and S/NR listing. The primary view of this resource is provided on New Jersey Avenue, while partial views are also provided along Glenmore Avenue and Vermont Street. The NYCL-designation and S/NR-listing eligible Second Cavalry Baptist Church is located at the northwest corner of Glenmore and Miller Avenues and is visible along both of these corridors. The 75th Police Precinct Police Station, located to the north in the Liberty Avenue Corridor subarea is also visible from Miller Avenue within the Residential Side Streets subarea. The residence at 277 Vermont Street is both NYCL-designation and S/NR-listing eligible. Views of this resource are limited to the portions of Vermont Street most proximate to the building. Further east is the Glenmore Avenue Presbyterian Church, which is eligible for NYCL designation and S/NR listing. The Russian Orthodox Christian style temple was constructed in 1935 and has a recessed main entrance (on Glenmore Avenue) surrounded by columns and topped with a projecting, elongated pediment. The temple is crowned with a copper cupola above the main entrance and a copper onion-shaped dome over the nave. The Holy Trinity Russian Orthodox Church, located at the southeast corner of Glenmore and Pennsylvania Avenues within the Pennsylvania and Sheffield Corridors subarea, is also visible from portions of the Residential Side Streets subarea.



1. East side of New Jersey Avenue between Atlantic Avenue and Fulton Street (view northeast)



2. North side of Glenmore Avenue between Van Siclen Avenue and Hendrix Street (view northwest)



3. Recent development on the northeast corner of south side of Glenmore Avenue between Chestnut and Crystal Streets (view southeast)



4. Herbal Garden community garden at the southeast corner of Glenmore and Scenck Avenues (view southeast)



7. Grace Baptist Church (view southeast along New Jersey Avenue)



8. Grace Baptist Church (view northwest from the intersection of Miller and Glenmore Avenues)



9. 277 Vermont Street (view northeast along Vermont Street)



10. Glenmore Avenue Presbyterian Church (Glenmore Avenue facade)

Secondary Study Area

The secondary study area comprises the area within a ¼-mile of the primary study area. As noted previously, the secondary study area is divided into seven subareas for the purposes of this assessment. The urban design components and visual resources of each of these subareas are described below.

CYPRESS HILLS

The Cypress Hills subarea of the secondary study area comprises the area north of the East New York/Cypress Hills section of the rezoning area (refer to Figure 8-1). The subarea is zoned R4 west of Euclid Avenue and R5 to the east, the area north of Jamaica Avenue and west of Highland Park is zoned R3-1, and the area east of Eldert Land is zoned R4B. C1-2, C1-3, C2-2, and C2-3 commercial overlays are mapped on portions of Jamaica Avenue and Fulton Street. Reflecting the residential zoning districts, the subarea is comprised almost entirety of residential uses.

Urban Design

The blocks within the Cypress Hills secondary study area subarea follow a regular street grid south of Jamaica Avenue. East of Hale Avenue, the east-west Etna Street and Ridgewood Avenue angle to the north and run parallel with Fulton Street to the south. The blocks south of Jamaica Avenue are generally oriented north-south, with one-way north-south streets every 200 feet. The blocks between Hale and Euclid Avenues are slightly larger, and smaller east-west oriented blocks are located between Crescent and Hemlock Streets. North of Jamaica Avenue, Sunnyside Avenue and Highland Boulevard run parallel, with intersecting streets forming southwest-northeast oriented blocks. The area north of Jamaica Avenue is also distinguished by its topography: Miller Avenue has a steep slope leading up to Highland Boulevard. Fulton and Crescent Street are notable for the elevated train tracks that run along portions of each of these corridors within the subarea.

Almost all of the buildings in the subarea are less than four stories in height; most buildings west of Linwood Street are two to three stories in height, while buildings east of Linwood Street are generally one to two stories in height. These buildings are generally set back from the street with accessory front yards surrounded by decorative fencing. As presented in Figure 8-13, many of the buildings have front porches. Taller buildings in the subarea include a complex of six-story residential buildings with built FARs of more than 4.0 on the block bounded by Sunnyside and Miller Avenues and Highland Boulevard (constructed in the first half of the twentieth century) and the five-story I.S. 171 Abraham Lincoln on Ridgewood Avenue between Lincoln and Nichols Avenues. These buildings also represent some of the few buildings in the subarea with built FARs greater than 2.0.

Two open space resources are located within, or partially within, the Cypress Hills secondary study area subarea: Highland Park borders the subarea to the north (see Figure 8-13), and George Walker Jr. Park is located on Vermont Street between Arlington Avenue and Fulton Street. Highland Park comprises over 100 acres of open space on a high plateau that straddles Queens and Brooklyn. Given the park's higher elevation in comparison to the adjacent Cypress Hills neighborhood, this open space resource is visible from many of the north-south streets to its south, in addition to Jamaica Avenue.

Visual Resources

In addition to the two open space resources located within the Cypress Hills subarea of the secondary study area, there are six historic resources within the subarea that are also considered visual resources, in accordance with the *CEQR Technical Manual*. The St. Joseph's Anglican Church is located at 125 Arlington Avenue and is eligible for S/NR listing. The Arlington Branch of the Brooklyn Public Library (located at 193 Arlington Avenue) is also eligible for S/NR listing. P.S. 108 and P.S. School 65K, NYCL and S/NR-listed historic resources, are located at 200 Linwood Street and 158 Richmond Street, respectively. P.S. 108 was built in 1985 in the Romanesque Revival style and features three-bay wide end pavilions connected by recessed wings to the seven-bay wide central entrance section, a stone cornice above the first floor of the building, dormers, a high paneled chimney, and hipped roofs (see Figure 8-13). P.S. School 65K was built in 1889 and follows the first phase of the Romanesque Revival while incorporating elements of other styles into the façade, such as Queen Anne style terra-cotta plaques and Gothic style tympana around the second floor windows. As noted in the "Primary Study Area" section above, P.S. 108 is also visible from portions of the Fulton



1. West side of Chestnut Street between Fulton Street and Ridgewood Avenue (view northwest)



2. Decorative fencing on the east side of Chestnut Street between Futlon Street and Ridgewood Avenue (view north)



3. Highland Park (view southwest along Jamaica Avenue)



4. PS 108 (view northeast along Linwood Street)

Corridor subarea of the primary study area. Two historic resources are located on Euclid Avenue between Fulton Street and Ridgewood Avenue: the Church of the Blessed Sacrament (at 184 Euclid Avenue) and the School of the Blessed Sacrament (at 187 Euclid Avenue). Both of these historic resources are eligible for NYCL designation and S/NR listing.

EAST NEW YORK

The East New York subarea of the secondary study area comprises the area south of the East New York/Cypress Hills section of the rezoning area (refer to Figure 8-1). The subarea is zoned R6 west of Van Siclen Avenue and R5 to the east. C1-2, C1-3, and C2-3 commercial overlays are mapped on portions of Sutter Avenue, and a small portion of Sutter Avenue (west of Pennsylvania Avenue) is zoned C4-3. Reflecting the existing residential zoning districts, the subarea is comprised primarily of residential uses.

Urban Design

The blocks forming the East New York secondary study area subarea follow a regular street grid, with north-south streets primarily serving one-way traffic intersecting the subarea's three east-west streets at 90 degree angles every 200 feet. One exception is the superblock located on the south side of Sutter Avenue, which occupies the width of four blocks between Fountain and Euclid Avenues. Belmont Avenue serves one-way eastbound traffic, Sutter Avenue serves one lane of traffic in each direction with parking on both sides, and Blake Avenue serves one-way eastbound traffic. Conduit Avenue bisects the study area to the east, forming irregularly shaped blocks at the juncture.

Buildings in the subarea are generally attached one- to two- stories in height with small building footprints. The majority of the residential buildings in the subarea are set back from the street line with front yards enclosed by metal or brick decorative fencing; some residences include parking in front. Taller buildings are more concentrated west of Pennsylvania Avenue, where several six story building developments are located, including the NYCHA Unity Plaza and Long Island Baptist House developments. As shown in Figure 8-14, these buildings are built to the streetwall, with large open areas and paths in the interior of the blocks. The NYCHA Cypress Hills development, which occupies the superblock on the south side of Sutter Avenue between Fountain and Euclid Avenues is comprised of 15 seven-story buildings set back from the street at irregular angles with large interior open space areas; several of the complex's buildings do not front the street, but, rather, are located on the interior of the block.

The subarea also includes two open space resources that occupy entire blocks: Sutter Ballfield, which occupies the block bounded by Sutter, Belmont, and Schenck Avenues and Barbey Street and is shown in Figure 8-14; and Grace Playground, which is located in the northwest corner of the subarea and is bounded by Vermont Street and Pitkin, Pennsylvania, and Belmont Avenues. Nine community gardens are located within the subarea. Other open spaces present in the subarea include the large open areas on NYCHA blocks, as well as vacant lots scattered throughout the subarea and surface parking lots, which are generally concentrated on Sutter Avenue between Ashford and Berriman Streets.

Visual Resources

In addition to the three parks located within the East New York subarea of the secondary study area, which are considered visual resources in accordance with *CEQR Technical Manual* methodology, there are two historic resources in the subarea: the NYCL-designation and S/NR-listing eligible Miller Avenue Historic District, which comprises the portion of Miller Avenue between Belmont and Sutter Avenues (shown in Figure 8-14); and P.S. 159, which is located at 2781 Pitkin Avenue and is also eligible for NYCL designation and S/NR listing. As noted in the "Primary Study Area" section, above, P.S. 159 is visible from portions of the Pitkin Avenue Corridor subarea.

CITY LINE

The City Line subarea of the secondary study area comprises the area east of the East New York/Cypress Hills section of the rezoning area (refer to Figure 8-1). The subarea is zoned R5 with C1-2 and C2-2 commercial overlays mapped along Liberty Avenue. Reflecting the existing zoning districts, the subarea is comprised primarily of residential uses, with commercial uses concentrated on Liberty Avenue.



1. West side of Schenck Avenue between Sutter and Blake Avenues (view southwest)



2. View west along Blake Avenue from east of Sheffield Avenue



3. Sutter Ballfield (view southeast along Belmont Avenue between Schenck Avenue and Barbey Street)



4. Miller Avenue Historic District (view northwest of the west side of Miller Avenue between Sutter and Belmont Avenues)

Urban Design

West of Autumn Avenue, blocks within the City Line secondary study area subarea are oriented east-west; Autumn and Euclid Avenue serve one-way northbound traffic, while Crescent Street serves both northbound and southbound traffic. The east-west corridors lining these blocks serve one-way traffic with parking on both sides. East of Autumn Avenue, the subarea's blocks are oriented north-south. McKinley Avenue, which is one block north of Liberty Avenue, does not connect with the east-west streets to the west, further differentiating the street block patterns on either side of Autumn Avenue. Conduit and Atlantic Avenues border the subarea to the north and south and do not follow the street grid, creating irregularly shaped blocks at their junctures. East of Eldert Lane, the east-west streets in the subarea run parallel with Atlantic Avenue. Typical streetscape elements are found throughout the subarea, and there are minimal street trees along Liberty Avenue.

Existing buildings within the subarea are generally attached or semi-detached structures with built FARs of up to 2.0. Clusters of higher density buildings with FARs greater than 2.0, but less than 4.0, are found along Lincoln, Sheridan, and Grand Avenues north of Liberty Avenue, as well as along Crescent Street between Hill and Weldon Streets. No buildings in the subarea have built FARs of 4.0 or higher, and no buildings in the subarea are taller than four stories in height. As shown in Figure 8-15, many of the one- and two-family residential buildings in the subarea are set back with front yards, and fences are found throughout. Liberty Avenue is an active retail corridor in the subarea, and awnings, sandwich boards, and displays often spill out onto the corridor's narrow sidewalks (see Figure 8-15). As there are no open space resources located within the subarea, open space is limited to private front yards and the limited number of vacant and surface parking lots found in the subarea.

Visual Resources

There are no visual resources located within, or visible from, the City Line secondary study area subarea.

IBZ

The IBZ subarea of the secondary study area generally comprises the area south of Atlantic Avenue between the East New York/Cypress Hills and Ocean Hill sections of the rezoning area (refer to Figure 8-1). The majority of the subarea is zoned M1-1, with seven blocks abutting the East New York/Cypress Hills section of the rezoning area zoned M3-2 and portions of the subarea's Sutter Avenue frontage zoned C4-3. The subarea is primarily characterized by industrial, transportation/utility, and parking uses.

Urban Design

The IBZ subarea follows a regular street grid, with north-south streets that generally serve one-way traffic intersecting the east-west streets at 90 degree angles every 200 feet. The one exception is Atlantic Avenue, which forms the northern border of the subarea and does not follow the street grid. The Atlantic Avenue viaduct serves as a barrier for pedestrians, effectively isolating the subarea from the Broadway Junction transit hub. There are few street trees, benches, way finding signs, or other amenities that make streets hospitable for pedestrians. In addition, inadequate street lighting makes the subarea feel unsafe, particularly at night. Sidewalks are often blocked by truck traffic or loading, and illegal dumping and littering is common, which contribute to the overall desolate and uninviting nature of the streetscape. As shown in Figure 8-16, Sutter Avenue is dominated by the elevated L subway track, which separates the corridor's northbound and southbound traffic lanes; no sidewalks are present along the western side of this corridor.

Most lots in the IBZ subarea are occupied by low-intensity, semi-industrial uses, such as bus parking and warehousing, which generate minimal street activity. Many of these industrial buildings have large building footprints, are characterized by blank walls with no windows, and are often surrounded by parking and fencing (see figure 8-16). Residential and commercial uses within the subarea generally have smaller building footprints; residential buildings with ground floor retail are concentrated on Sutter Avenue, and, while scattered throughout the subarea, one- and two-family residences are concentrated on Williams Avenue between Atlantic and Liberty Avenues. There are four buildings within the subarea that have built FARs of approximately 6.0 or more, all of which were constructed prior to 1930. In recent years a number of homeless shelters have opened in former industrial



1. South side of Weldon Street between Euclid Avenue and Crescent Street (view southwest)



2. North side of Liberty Avenue between Lincoln and Sheridan Avenues (view northeast)



3. West side of Sheridan Avenue between Liberty and McKinley Avenues (view southwest)



4. East side of Sheridan Avenue between McKinley nd Atlantic Avenues (view northeast)



1. Institutional use at the northeast corner of Junius Street and East New York Avenue (view northeast)



2. Junius Street western sidewalk (view south between East New York and Liberty Avenues)



3. East side of Williams Street between Liberty and Atlantic Avenues (view north)



4. Sutter Avenue (view north from Liberty Avenue)

buildings in the northern portion of the subarea; three of the aforementioned higher density buildings are occupied by homeless shelters (see Figure 8-16).

Open space within the subarea is comprised solely of the many surface parking lots present throughout, most of which are surrounded by solid metal fencing, as presented in Figure 8-16.

Visual Resources

Due to the low height of the existing building stock within the IBZ secondary study area subarea, the dome of the Holy Trinity Russian Orthodox Church, a NYCL-designation and S/NR-listing eligible historic resource within the Pennsylvania and Sheffield Corridor subarea of the primary study area, is partially visible from portions of the IBZ subarea.

BROADWAY JUNCTION

The Broadway Junction subarea of the secondary study area generally comprises the area north of Atlantic Avenue between the East New York/Cypress Hills and Ocean Hill sections of the rezoning area (refer to Figure 8-1). The majority of the subarea is zoned for manufacturing (M1-1 and M1-2); the easternmost portion of the subarea is zoned R4, and the westernmost portion of the subarea is zoned R6. The subarea is primarily characterized by transportation/utility uses, with residential uses more concentrated in the residentially zoned sections along its eastern and western borders.

Urban Design

As evident in Figure 8-17, the Broadway Junction subarea is characterized by the convergence of transportation infrastructure layered at different levels above and below-grade. The LIRR runs at grade west of Georgia Avenue, with Atlantic Avenue elevated on a viaduct over this section. The L subway line is elevated to bridge over the Atlantic Avenue viaduct, and the J/Z subway line is elevated along Broadway and Fulton Street. Partly due to the physical barriers and development constraints imposed by this transportation infrastructure, few businesses or other uses are located around the transit stations, resulting in minimal street level activity. The significant transportation infrastructure in the area has also resulted in an irregular street pattern, creating several small blocks between Van Sinderen and Georgia Avenues.

In the southern portion of the subarea (between Atlantic, Jamaica, and Sheffield Avenues) are low-density disparate uses, including residential, parking, community facilities, auto-oriented businesses, and other commercial uses. West of Georgia Avenue, these buildings are generally one to two stories in height and built to the street line; east of Georgia Avenue, a one-story car wash is set back from the north side of the street, with parking in front. Northwest of Jamaica Avenue, the lots are either vacant or used for parking. The existing low-scale warehouse buildings are typically occupied by low-intensity semi-industrial and auto-oriented uses, including storage and warehousing, car sales, and auto-repair shops. A large portion of the subarea is occupied by the New York City Transit East New York bus depot and rail yard (shown in Figure 8-17), which is located on the superblock bounded by Jamaica Avenue, Broadway, Bushwick Avenue, and Conway Street. Other than the 0.13-acre Jewel Square, located at the intersection of East New York Avenue, Williams Street, Fulton Street, and Broadway, the only open spaces located in the subarea are surface parking and vacant lots.

Visual Resources

The only visual resource in the Broadway Junction secondary study area subarea is Jewel Square

BROWNSVILLE

The Brownsville subarea of the secondary study area is located south of the Ocean Hill section of the rezoning area (refer to Figure 8-1). The majority of the subarea is zoned R6, with C2-3 commercial overlays mapped along portions of the subarea's Pitkin, Rockaway, and East New York Avenue frontages; the southwestern-most portion of the subarea is zoned C4-3.



1. New York City Transit East New York bus depot and rail yard (view southwest from the intersection of Jamaica Avenue and Fanchon Place)



2. View northwest on Broadway between Jamaica and Van Sinderen Avenues



3. Northeast corner of Atlantic and Georgia Avenues (view northeast)



4. West side of Stewart Street between Broadway and Bushwick Avenue (view southwest)

Urban Design

While the blocks within the Brownsville subarea are generally organized on a regular grid, the grid is disrupted by the presence of multiple super blocks as well as East New York Avenue, which borders the subarea to the northwest and does not follow the grid. The large blocks found in the subarea are occupied by several NYCHA housing developments: the Howard Houses, which comprise 13 seven-story buildings and occupy the majority of the block bounded by Mother Gaston Boulevard and East New York, Rockaway, and Pitkin Avenues (shown in Figure 8-18); Glenmore Plaza, which comprises four buildings rising up to 24 stories and occupies the majority of the block bounded by Mother Gaston Boulevard, Glenmore and Pitkin Avenues, and Powell Street; and the Low Houses, which comprise three 18-story buildings and occupy the block bounded by Powell Street and Christopher, Belmont, and Pitkin Avenues. All three of these developments are built in the tower-in-the-park style, with the buildings setback from the street and surrounded by open space and parking.

As shown in Figure 8-18, these superblock buildings are significantly taller than the buildings found in the remainder of the subarea, many of which rise to only three or fewer stories in height. The smaller buildings are also differentiated by their placement on their respective lots, generally built to the street line, creating a consistent streetwall. The streetscape along Pitkin and Rockaway Avenues is characterized by the presence of ground floor retail with awnings, signage, and displays spilling onto the sidewalk (see Figure 8-18). While large developments are located on the blocks bordering Pitkin Avenue to the north and bordering Rockaway Avenue to the east, the older mixed-use buildings along these corridors remain, maintaining the streetwall and active streetscape along these corridors.

Three open spaces are located within the Brownsville subarea: Howard Playground and Pool, which is located on the same block as the Howard Houses; Houston Playground, which is located at the northwest corner of Glenmore Avenue and Powell Street; and Powell Playground, which is located on the west side of Powell Street between Glenmore and Pitkin Avenues. Open space in the subarea also includes surface parking lots and vacant land. Several vacant lots are concentrated on the west side of Rockaway Avenue between East New York and Pitkin Avenues, as well as along the north side of Glenmore Avenue between Mother Gaston Boulevard and Christopher Avenue. In addition, the NYCHA complexes within the subarea include a significant amount of open space.

Visual Resources

Apart from the three aforementioned open space resources, there are no additional visual resources within the Brownsville subarea of the secondary study area.

OCEAN HILL

The Ocean Hill subarea of the secondary study area is located west of the Ocean Hill section of the rezoning area (refer to Figure 8-1). The majority of the subarea is zoned R6, while the blocks between Herkimer Street and Atlantic Avenue west of the Eastern Parkway Extension are zoned R5; two blocks along East New York Avenue are zoned C8-2 and portions of four blocks on the northern border of the subarea are zoned C8-1. C1-2 and C2-3 commercial overlays are interspersed throughout the subarea. Reflecting its primarily residential zoning, the subarea is characterized by residential uses.

Urban Design

The Ocean Hill secondary study area subarea reflects the convergence of multiple street grids; the blocks to the northeast of Broadway follow a consistent street grid of north-south oriented blocks; the blocks between Broadway and Fulton Street follow a consistent street grid of east-west oriented blocks; and the blocks south of Fulton Street include both east-west and north-south blocks intersected by Eastern Parkway Extension. The convergence of these multiple street grids create irregularly shaped blocks at their junctures. The Eastern Parkway Extension's median and the Atlantic Avenue median (west of Eastern Parkway Extension) are planted with trees (see Figure 8-19). Broadway is dominated by the presence of the elevated J/Z subway track.



1. View east on Pikin Avenue from Watkins Street



2. North side of Pitkin Avenue between Rockaway and Thatford Avenues (view northeast)



3. NYCHA Howard Houses (view west from Glenmore Avenue)



4. West side of Rockaway Avenue between Pitkin and East New York Avenues (view northwest)



1. View northwest from the intersectionof Rockaway Avenue and Dean Street



2. North side of Atlantic Avenue between Saratoga and Rockaway Avenues (view northeast)



3. North side of Dean Street between Rockway Avenue and Eastern Parkway (view northeast)



4. Our Lady of Loreto Roman Catholic Church (Sackman Street facade)

As shown in Figure 8-19, buildings within the subarea generally have small footprints and are either built to the streetwall or set back with a small front yard. Most of the buildings are three or fewer stories in height. Buildings north of Herkimer Street are generally built at a higher density than those south of Herkimer Street, with a number of buildings to the north with FARs greater than 2.0. Three residential developments in the subarea depart from these general trends and typify the tower-in-the park model: the NYCHA Ocean Hill Apartments, which include four buildings located on two blocks along Mother Gaston Boulevard north of MacDougal Street that rise to 14 stories; the NYCHA Brown Houses, which are located on the west side of the Eastern Parkway Extension between Prospect Place and St. Marks Avenue and are six stories tall; and the four-building residential complex on the superblock bordered by Atlantic and Rockaway Avenues and Dean and Thomas S. Boyland Streets, and rise to 23 stories (shown in Figure 8-19).

In addition to private front yards, there are several open spaces within the Ocean Hill secondary study area: the 1.82-acre Thomas Boyland Park, the 1.28-acre Rudd Playground, the 1.6-acre Ocean Hill Playground, and the 0.09-acre PS/IS 155 open space. Seven community gardens are also located within the subarea.

Visual Resources

In accordance with the *CEQR Technical Manual*, visual resources within the Ocean Hill secondary study area subarea include the three aforementioned open spaces (Thomas Boyland Park, Ocean Hill Playground, and the PS/IS 155 open space), as well as the one historic resource located within the Ocean Hill secondary study area subarea: the Our Lady of Loreto Roman Catholic Church (shown in Figure 8-19), which is located at the northwest corner of Sackman and Pacific Streets and is eligible for both NYCL designation and S/NR listing. The Italian Renaissance Revival-style church was constructed in 1906 with cast stone blocks and trim. The front façade (on Sackman Street) features a pedimented center section with ornamented cast stone pilasters, window and door surrounds, and figures in niches. The center section has three entrances and one stained-glass window, and is flanked by two bell towers. The side elevations are pierced by two levels of paired stained-glass windows, and topped with a tall, gabled roof. In addition, the NYCL-designation and S/NR-listing eligible residence at 1431 Herkimer Street, which is located within the Ocean Hill subarea of the primary study area, is visible from portions of the Ocean Hill secondary study area subarea.

The Future without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions, it is anticipated that current development patterns in the primary and secondary study areas would continue. These trends and patterns are characterized by a mix of uses, including residential, commercial, industrial, and storage uses. As detailed in Chapter 2, "Land Use, Zoning, and Public Policy," development is anticipated on 30 sites within the primary study area and one additional site within the secondary study area; 27 of these developments would occur on primary study area projected development sites identified in the RWCDS; two would comprise known and expected development projects on two non-RWCDS sites within the primary study area; and one additional development is anticipated in the secondary study area, which would occur regardless in either the future without the Proposed Actions or the future with the Proposed Actions (refer to Figure 2-8 in Chapter 2). In addition, several streetscape changes/improvements are expected to be completed within the primary and/or secondary study areas by the 2030 No-Action condition. The following analysis area-specific sections discuss anticipated urban design conditions in the future without the Proposed Actions, assuming completion of these 30 projects. Specific heights of streetwalls and buildings considered in this analysis represent a reasonably conservative estimate of the development potential for RWCDS No-Action projects based on the height and setback restrictions that apply in the area.

Primary Study Area

PENNSYLVANIA AND FULTON CORRIDOR

In the future without the Proposed Actions, three of the projected development sites identified in the RWCDS would be redeveloped with new construction within the Pennsylvania and Fulton Corridor subarea (projected development sites 3, 9, and 11), replacing existing vacant land and surface parking lots with commercial and residential uses. Along

Pennsylvania Avenue, projected development sites 3 and 9, which are both currently vacant are expected to be developed with new commercial developments built to the street wall that would rise to three and two stories, respectively. While the No-Action buildings would eliminate existing streetwall voids, the developments would be lower in height than adjacent older buildings.

Further east, at the southeast corner of Fulton and Wyona Streets, it is anticipated that the existing surface parking lot would be replaced by a new two-story residential development. The building's anticipated height would be slightly lower than, and set back from, the existing two-story buildings directly to the east on Fulton Street. In addition, while the lot is mapped with a C2-3 commercial overlay, the No-Action development is not expected to include a ground floor commercial use.

PENNSYLVANIA AND SHEFFIELD CORRIDOR

As described in greater detail in Chapter 13, "Transportation," DOT plans to implement both physical and operational improvements along Atlantic Avenue between Pennsylvania and Fountain Avenues by 2018. Within the Pennsylvania and Sheffield Corridors subarea, these improvements will include upgrading the crosswalks and pedestrian ramps at the intersection of Pennsylvania and Atlantic Avenues to meet Americans with Disabilities Act (ADA) standards and installing a sidewalk extension (bulb out) at the intersection's northwest corner. No other development is anticipated within the Pennsylvania and Sheffield Corridors subarea in the 2030 No-Action condition.[1]

FULTON STREET CORRIDOR

In the future without the Proposed Actions, three of the projected development sites identified in the RWCDS (projected development sites 20, 22, and 23) would be redeveloped with new construction in the Fulton Street Corridor subarea, in addition to one new development along the corridor that is expected to be developed in the future irrespective of the Proposed Actions. The No-Action developments would replace parking and vacant land with two-story residential buildings. All three developments would be lower in height than the adjacent older buildings under the RWCDS and would not include ground floor retail uses, despite all three sites being mapped with commercial overlays. With the exception of the projected development site 20 No-Action development, would be set back from the streetwall, and, therefore, further differentiated from the subarea's older residential buildings with ground floor retail built to, or close to the lot line.

One block to the west, a new seven-story residential development with ground floor retail is expected to replace the existing two-story residential building at 2746 Fulton Street. The mixed-use development is expected to be developed in both the future No-Action and With-Action conditions. The building would be taller than the surrounding primarily two-story residential buildings.

ATLANTIC AVENUE CORRIDOR

Under the RWCDS No-Action condition, it is anticipated that new commercial and medical office developments would be constructed on four of the projected development sites (sites 16, 27, 41, and 72), replacing parking/car sales lots, vehicle storage, and one gas station. The new No-Action developments would be dispersed along the corridor, would range from one to five stories (15 to 55 feet) in height, and would be built to the street line. As the No-Action buildings would occur on sites that do not currently have buildings built to the street line, the three No-Action developments along the corridor would help to reestablish the corridor's streetwall. However, with the exception of the five-story building anticipated on projected development site 16, the three other No-Action development would be lower than the adjacent buildings. The No-Action development on projected development site 16 would be on the south side of Atlantic Avenue between Bradford and Miller Avenue between four existing older three-story residential buildings with ground floor retail. Under the RWCDS, the No-Action building is expected to have a four-story streetwall, before a setback, reaching a maximum height of five stories.

[1] While a portion of projected development site 13 is located within the Pennsylvania and Sheffield Corridors subarea, the existing building on the site that would be reoccupied in the No-Action condition is located outside of the Pennsylvania and Sheffield Corridors subarea.

In addition, one existing building would be re-occupied with office uses. The RWCDS assumes that projected development site 13, a historic resource on the southeast corner of Atlantic and Pennsylvania Avenues that is currently vacant, would be re-occupied with commercial-office uses in the No-Action condition.[2]

As noted above, DOT plans to implement both physical and operational improvements along Atlantic Avenue between Pennsylvania and Fountain Avenues by 2018. These improvements will include upgrades to crosswalks and pedestrian ramps to meet ADA standards, changes to the existing median's configuration, and installing sidewalk extensions (bulb outs) at select intersections within the Atlantic Avenue Corridor subarea.

LIBERTY AVENUE CORRIDOR

In the future without the Proposed Actions, seven of the projected development sites identified in the RWCDS (or portions thereof) would be redeveloped with new construction within the Liberty Avenue Corridor subarea, replacing existing open parking/storage uses and vacant land with commercial and industrial uses to the west (on projected development sites 15, 33, and 34) and with residential uses in the eastern portion of the subarea (on projected development sites 44, 51, 70, and 71). Three of the projected No-Action developments are expected to comprise auto-related commercial or industrial uses, which would be developed adjacent to existing residential uses. These No-Action non-residential developments would be in the western portion of the subarea (west of Hendrix Street) and would be consistent with the varied uses found along, and the C8-2 and M1-1 zoning districts mapped along, this segment of the corridor. Under the RWCDS, it is also anticipated that these No-Action non-residential developments would be built to the streetwall and would be shorter than the existing adjacent buildings with heights of two stories or less.

Further east in the Liberty Avenue Corridor subarea, the four No-Action developments on RWCDS projected development sites 44, 51, 70, and 71 would replace parking and vacant lots with small residential developments of two to three stories in height. The new residential developments would be setback from the streetwall with large front yards in accordance with existing zoning requirements, and, therefore, would not be consistent with the older adjacent buildings, which are built to, or close to, the lot line.

PITKIN AVENUE CORRIDOR

In the future without the Proposed Actions, portions of two of the projected development sites identified in the RWCDS would be redeveloped with new construction in the Pitkin Avenue Corridor subarea (projected development sites 58 and 59), in addition to one new development along the corridor that is expected to be developed in the future irrespective of the Proposed Actions. Both of the No-Action developments would be set back from the street and rise to a maximum height of two stories, and, as such, would be shorter and further set back from the street wall than the older adjacent buildings. While both sites are mapped with commercial overlays, as no commercial development is anticipated on either site in the No-Action condition, the developments would continue the existing trend along Pitkin Avenue of replacing the corridor's historic ground floor retail continuity with residential uses.

In addition, a new 69,400-sf mixed-use development with 60 units of affordable housing and ground floor retail is expected to be developed at 2746 Pitkin Avenue in conjunction with the approved Pitkin Avenue Rezoning. The building would rise to a base height of six stories, before a ten-foot setback, and rising to a maximum height of seven stories (80 feet), and would become the tallest building in the subarea.

LARGE SITES

In the future without the Proposed Actions, it is anticipated that new development would occur on both the Arlington Village site (projected development site 46) and in the Chloe/Dinsmore-Chestnut subarea (projected development sites 66 and 67). On projected development site 46, it is expected that the existing, primarily vacant,

[2] Shortly before the completion of the DEIS, DCP became aware that the Former East New York Savings Bank structure was being demolished. Except for the demolition permit, no other building permit appears to have been approved for this site. Changes to the circumstances of this building would not alter any of the conclusions of this assessment. However, DCP will continue to monitor the situation and, if warranted, revise the RWCDS for this site and incorporate the change into the EIS between Draft and Final.

Arlington Village site would be expanded with up to two-story additions on the existing two-story buildings, in addition to building expansions into the interior lot. The development would be reoccupied with residential, community facility, and commercial uses; the commercial uses would be located on the only portion of the site mapped with an existing commercial overlay (the southeast portion of the site), reactivating the now-vacant and boarded up former supermarket space.

In the Large Sites—Chloe/Dinsmore-Chestnut subarea, it is anticipated that the eastern portion of projected development site 66, which is currently vacant and located within the Dinsmore-Chestnut URA, would be redeveloped with a one-story light-industrial facility. Under the RWCDS, it is anticipated that the No-Action building would be built to the lot line on Atlantic Avenue, Chestnut Street, and Dinsmore Place. On the east side of Chestnut Street, projected development site 67, which is currently occupied by a vacant former industrial building, would be redeveloped with a cluster of commercial buildings containing both retail and supermarket uses. It is anticipated that the complex would be comprised of five detached buildings; four of the buildings would be one-story in height, and one of the buildings would rise to three stories. The buildings would front Fulton Street and Atlantic and Euclid Avenues. The majority of the site's Chestnut Street frontage would be open and occupied by parking.

OCEAN HILL

In the future without the Proposed Actions, two of the projected development sites identified in the RWCDS (sites 1 and 2) would be redeveloped with new construction within the Ocean Hill subarea, replacing vacant land and transportation/parking uses with commercial and community facility use. Both of the anticipated No-Action buildings would have large footprints and would be three stories in height; the structures would be the largest footprint buildings on their respective blocks; this would be most marked on projected development site 2, as the remainder of the block is occupied by older two- and three-story homes built on small lots. The projected development site 2 No-Action development would also depart from the existing built context by being set back from the lot line, interrupting the continuous streetwall characteristic of the adjacent buildings. The No-Action developments' uses would be consistent with existing trends in the area, where many former industrial loft buildings have been re-occupied by commercial and institutional uses.

In addition, in conjunction with the completion of the ongoing Broadway Junction improvements, the associated construction equipment would no longer dominate the Van Sinderen Avenue western sidewalk streetscape between Truxton and Fulton Streets in the No-Action condition.

RESIDENTIAL SIDE STREETS

In the future without the Proposed Actions, it is anticipated that new residential development would occur on two of the projected development sites located on the south side of Glenmore Avenue in the Residential Side Streets subarea (projected development sites 61 and 77). The No-Action developments would replace existing vacant land and surface parking lots with three-story residential buildings set back from the street line, consistent with recent residential development along the corridor.

NO-ACTION PRIMARY STUDY AREA ASSESSMENT

In the future without the Proposed Actions, urban design in the primary study area is expected to continue existing trends. While existing vacant and underutilized lots would be redeveloped with new buildings, many of the anticipated No-Action buildings would be shorter and further set back from the street than the older building stock found in the primary study area. One exception would be the mixed-use development at 2746 Pitkin Avenue within the Pitkin Avenue Corridor subarea, which would rise to a maximum height of seven stories and would become the tallest building in the subarea. In addition, many of the new developments anticipated along the primary study area's Fulton Street and Pitkin Avenue corridors are not expected to include ground floor retail in the No-Action condition, despite the lots' being mapped with commercial overlays, thus continuing the existing trends along these corridors of residential uses replacing ground floor retail. Given the scale of the No-Action developments and their locations relative to visual resources in the primary study area, existing views of visual resources within or from the primary study area would generally remain unchanged. The No-Action transportation projects anticipated in the primary

study area, such as the Atlantic Avenue improvements, would result in minor improvements in the pedestrian streetscape experience.

Secondary Study Area

As presented in Chapter 2, "Land Use, Zoning, and Public Policy," there is one known and anticipated No-Action development within the secondary study area: a new approximately 47,000-sf senior housing development is planned at 137 Jamaica Avenue within the secondary study area's Cypress Hills subarea. The No-Action development is expected to rise to five stories and be set back from the lot line, replacing an existing two-story building that is currently located on the site and that is built to the lot line. The building would be taller than, and further setback from the street than, the adjacent buildings on the block, as well as having a larger building footprint. In addition, as part of DOT's Highland Park Transportation Study (described in greater detail in Chapter 13, "Transportation") changes are proposed at the intersection of Georgia Avenue at Jamaica Avenue/Fulton Street. The existing southwest curb of the traffic island on Georgia Avenue between Jamaica Avenue and Fulton Street will be extended and a new stop sign and crosswalk will be installed on Fulton Street at Georgia Avenue.

While some of the primary study area No-Action developments would be partially visible from select locations within the secondary study area, given their generally low height, they would not block any secondary study area views of visual resources and would not significantly alter any secondary study area view corridors.

The Future with the Proposed Actions (With-Action Condition)

As described in detail in Chapter 1, "Project Description," the Proposed Actions include zoning map and text amendments affecting approximately 190 blocks in the East New York, Cypress Hills, and Ocean Hill neighborhoods, as well as amendments to the Dinsmore-Chestnut URP. The proposed zoning actions are being proposed to facilitate the implementation of the East New York Community Plan, and seeks to create opportunities for new residential development with significant amounts of permanently affordable housing, encourage mixed-use development on key corridors, enhance and revitalize major thoroughfares, and protect the neighborhood character of residential corridors. Increasing the permitted residential density is key to addressing the economic challenges to providing affordable housing. In areas where residential use is currently permitted in the rezoning area, the existing zoning restricts new development to low densities, which prohibit the scalability and economic leverage that higher density development allows for in affordable housing construction.

The following sections describe anticipated urban design conditions in the future with the Proposed Actions. Figure 8-20 through 8-31 show illustrative renderings of modified views in the With-Action condition, compared to both existing and No-Action conditions. As described in Chapter 1, "Project Description," this analysis assumes that all With-Action development on projected development sites would attempt to maximize the permitted floor area. It should be noted that the anticipated Zoning for Quality and Affordability (ZQA) text amendment, which is expected to be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed zoning district, allows for additional building envelope flexibility, including flexibility for buildings to set back from the street line (refer to Chapter 2, "Land Use, Zoning, and Public Policy"). However, the With-Action RWCDS assumed for conservative purposes that the building footprint of the projected and potential development sites would be at the lot line, with the exception of sites along Fulton Street. The Arlington Village and Chloe/Dinsmore-Chestnut subarea includes full-block development sites with frontages on the Atlantic Avenue Corridor. Given their size and unique block configurations, these sites require greater flexibility to provide for a variety of building configurations, heights and uses in order to maximize the permitted floor area; and as a result these sites are unique in their relationship to the existing adjacent lower-density areas. Thus, the specific building heights and bulks considered in this analysis present a reasonably conservative estimate of the development potential of the Proposed Actions.

Primary Study Area

PENNSYLVANIA AND FULTON CORRIDOR

Nine projected development sites within the Pennsylvania and Fulton Corridor subarea are expected to be developed in the RWCDS With-Action condition (projected development sites 3-11). The developments would replace vacant and underutilized lots occupied primarily by auto-related and parking uses with approximately seven- to nine-story (75- to 95-foot tall) residential buildings with ground floor retail and community facility space. As shown in Figure 8-20, the buildings fronting Fulton Street (projected development sites 3, 4, 5, 6, 10, and 11) would have maximum streetwalls of three stories (approximately 35 feet), while the buildings fronting Pennsylvania and New Jersey Avenues would have maximum streetwalls of six stories (approximately 65 feet).

Under the RWCDS, two potential development sites were identified within the Pennsylvania and Fulton Corridor subarea (potential development sites A12 and A66). The two potential development sites are located on the south side of Fulton Street and would replace existing one- to two-story buildings with FARs of less than 1.0 with eight-story (85-foot tall) residential buildings with six-story (65-foot) street walls, ground floor retail, and built FARs of 3.6 and 4.6, respectively.

The With-Action projected and potential developments along Fulton Street would be required to set back five feet from the lot line, thereby increasing the sidewalk width.

Assessment

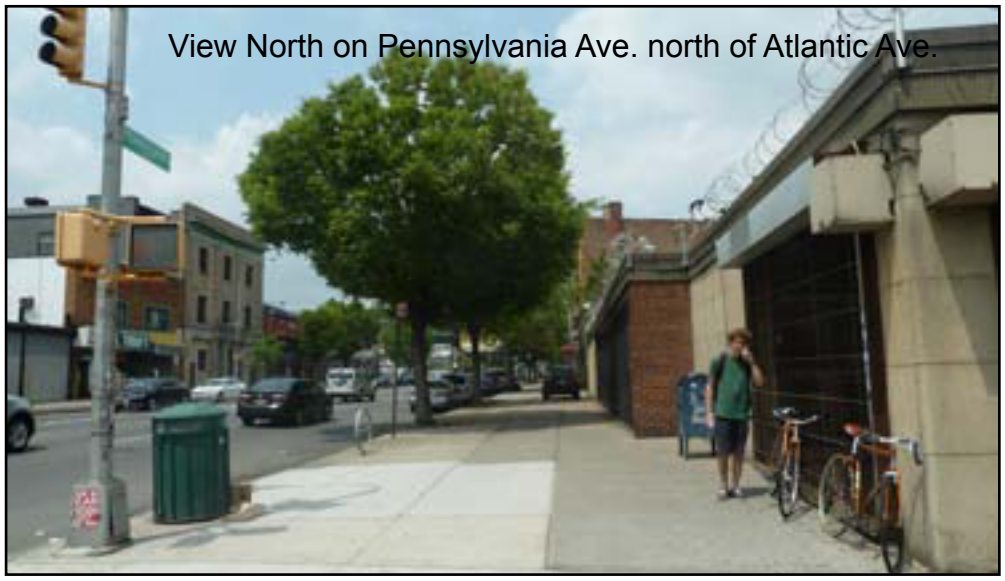
The With-Action development within the Pennsylvania and Fulton Corridor subarea would fill missing ground floor retail voids that currently exist along Fulton Street and establish Pennsylvania Avenue as a major corridor with a mix of uses appropriate for the corridor's existing scale. The taller buildings along Fulton Street would not be significantly noticeable from the pedestrian perspective, in consideration of the setback that would be required above a maximum base height of three stories (35 feet) and the dominating presence of the J/Z subway tracks, which run the length of the corridor within the subarea. In addition, by requiring five-foot setbacks along Fulton Street, the Proposed Actions would ensure the streetscape environment allows for adequate clear path and street trees and lines up with adjacent exiting/contextual buildings along the corridor that are generally set back five to ten feet from the street line.

The With-Action developments along Pennsylvania Avenue would result in a more noticeable change in the pedestrian experience, replacing vacant lots and lots and buildings of up to two-stories in height with seven- to nine-story (95-foot-tall) buildings with base heights of up to six stories (approximately 65 feet) (see Figure 8-20). The massing of the With-Action buildings along Pennsylvania Avenue would be appropriate for the location, given the scale of the corridor. As described above, Pennsylvania Avenue is the only major north-south connection in the primary study area, and, at 85 feet, is wider than Fulton Street. Sidewalks along Pennsylvania Avenue are also wider than on Fulton Street, at approximately 20 feet. The taller, higher density, structures' maximum base heights of six stories (approximately 65 feet) would be more in keeping with the more monumental older buildings found further south along the corridor, and the ground floor retail uses would enliven the streetscape, connecting the existing Atlantic Avenue and Fulton Street retail corridors.

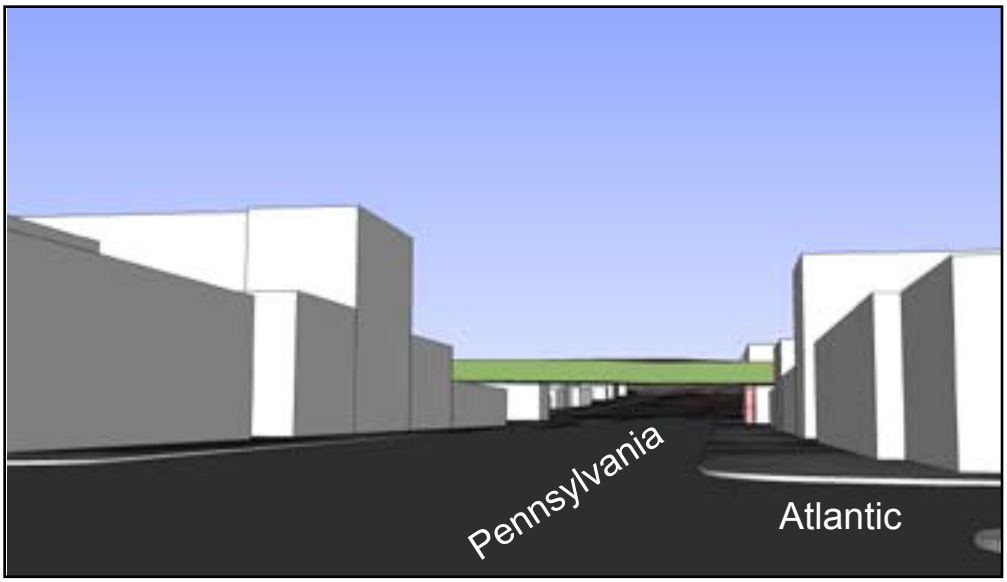
In addition to being more noticeable from the pedestrian perspective, the With-Action Pennsylvania Avenue developments within the subarea would modify the context of, and block certain views of, the historic Prince Hall Temple located on the western side of the block (refer to the "Existing Conditions" discussion, above). While the With-Action buildings on projected development sites 6 and 7 would block views of the northern side of the Prince Hall Temple currently available to the north along portions of both Pennsylvania Avenue and Fulton Street), this is not the primary façade of the structure and it does not include any ornamentation. As discussed in Chapter 7, "Historic and Cultural Resources," while the development of projected development site 7, directly adjacent to the Prince Hall Temple, would alter its visual context, while the development would establish a new streetscape in the vicinity of this eligible historic resources, the development would not alter any building's setting or visual relationships so as to affect those characteristics that make any eligible for landmark designation.

Pennsylvania and Fulton Corridor Subarea-
Existing, No Action, and With-Action Conditions

Existing



No-Action



With-Action



PENNSYLVANIA AND SHEFFIELD CORRIDOR

All of, or portions of, two projected development sites (sites 18 and 19) and six potential developments (sites A17, A18, A24, A25, A27, and part of A73) are located within the Pennsylvania and Sheffield Corridor subarea and are expected to be developed in the future With-Action condition, including four sites along Sheffield Avenue and four sites along Pennsylvania Avenue.[3] The With-Action developments along Sheffield Avenue would include residential developments of 4.6 to 7.2 FAR, some of which would have ground floor retail or community facility uses, which would replace existing parking, storage, and auto-related uses. The With-Action developments along Pennsylvania Avenue would include both mixed-use primarily residential buildings and one commercial building, which would range from 2.3 to 7.2 FAR, and would replace existing vacant and underutilized lots with built FARs of less than 2.0. With the exception of the With-Action buildings on potential development sites A17, A18, and A73, all of the With-Action buildings within the Pennsylvania and Sheffield Corridor subarea would rise to a maximum height of ten stories (105 feet) with base heights of seven stories (75 feet). The 7.2-FAR buildings anticipated on projected development sites A17, A18, and A73 would have streetwalls of ten stories (105 feet) before setting back and reaching a maximum height of 14 stories (145 feet).

Assessment

The majority of the With-Action development within the Pennsylvania and Sheffield Corridors subarea is expected to occur along Sheffield Avenue, which is significantly less built up than Pennsylvania Avenue, and does not currently have any defining urban design features, as found along Pennsylvania Avenue. As described under existing conditions, Sheffield Avenue has numerous underutilized lots and a wide variety of uses, including primarily residential and industrial uses. In general, these existing industrial uses are lower in height than the adjacent residential buildings found along their respective lots. Compared to the future without the Proposed Actions, development in the With-Action condition would be a notable change in scale, both in terms of bulk and height. The With-Action buildings along Sheffield Avenue would generally comprise ten-story (105-foot tall) residential buildings with seven-story (75-foot) base heights. Further north, potential development site A17 could be developed with a higher density 7.2-FAR building with a maximum height of 14 stories (145 feet), which is expected to be comprised of residential uses with ground floor retail. Concentrating the higher density, taller building further north along the corridor would serve as a transition from the primary study area's main corridor (Atlantic Avenue) to the north. In addition, the new developments along the corridor would be required to plant street trees every 25 feet along their Sheffield Avenue street frontages in accordance with existing zoning requirements. This would be a marked improvement in the streetscape over existing conditions; trees are currently planted sporadically along the corridor (refer to "Existing Conditions" section, above).

The With-Action developments on projected and potential development sites along Pennsylvania Avenue within the Pennsylvania and Sheffield Corridor subarea would comprise new residential developments with ground floor retail and limited community facility uses. The buildings would be built to the street wall with base heights of seven stories (75 feet) adjacent to Glenmore Avenue and ten stories (105 feet) adjacent to Liberty and Pitkin Avenues and would replace existing structures with built FARs of less than 2.0. The transition from buildings rising to ten stories (105 feet) adjacent to Glenmore Avenue to buildings rising to 14 stories (145 feet) adjacent to Liberty and Pitkin Avenues would reflect the primary study area's existing street hierarchy; Glenmore Avenue is a minor east-west corridor, while both Liberty and Pitkin Avenues are primary east-west corridors. In addition, the heights of the buildings would be appropriate for the existing 85-foot street width of Pennsylvania Avenue. In addition, from the pedestrian perspective, the With-Action developments would have a beneficial impact on the current streetscape, with new ground floor retail spaces with large displace windows to increase transparency at the street level and provide visual interest.

Development within the Pennsylvania and Sheffield Corridors subarea would also modify existing views to visual resources, as well as partially blocking some existing views of the resources from within the subarea. As noted in the "Existing Conditions" section, above, the dome of the Holy Trinity Russian Orthodox Church, which occupies the

[3] While a portion of projected development site 13 is located within the Pennsylvania and Sheffield Corridors subarea, both the existing building on the site that would be reoccupied and the new commercial development anticipated on the site in the With-Action condition are located outside of the Pennsylvania and Sheffield Corridors subarea.

southeast corner of Pennsylvania and Glenmore Avenues, is currently partially visible from portions of Sheffield Avenue to the west. Potential development sites A25 and A27, which would be developed with ten-story (105-foot tall) buildings on the northwest and southwest corners of Pennsylvania and Glenmore Avenues, as well as projected development site 18, which would be developed with a ten-story (105-foot tall) building at the northeast corner of Sheffield and Glenmore Avenues, would block some of these views from this vantage point. However, these existing views are currently limited, and more proximate views of the Holy Trinity Russian Orthodox Church would remain.

The development of potential development sites A27 and A73 would modify views of the Holy Trinity Russian Orthodox Church from the east and north, respectively, and potential development site A18 would modify views of the Former East New York Savings Bank and the Magistrates Court from the north and south, respectively. These anticipated With-Action developments would be taller than the proximate visual resources and would become the backdrop in views of these monumental visual resources. However, no primary facades, significant architectural ornamentation, or notable features of these eligible historic resources would be obstructed under RWCDS With-Action conditions on adjacent development sites. Additionally, while the potential developments would create new streetscapes in the vicinity of these eligible historic resources, the developments would not alter any building's setting or visual relationships so as to affect those characteristics that make any eligible for landmark designation.]

FULTON STREET CORRIDOR

Under the RWCDS, six projected development sites and eight potential development sites could be developed within the Fulton Street Corridor in the With-Action condition (projected development sites 20-23, 29, and 30 and potential development sites A30, A31, A33, A35, A36, A74, A78, and A95). All of the projected and potential development sites along the corridor are expected to be developed with residential buildings with ground floor retail uses and would rise to 85 feet (eight stories) in height above six-story (approximately 65-foot tall) streetwalls (refer to Figure 8-21).

Assessment

The With-Action buildings anticipated on the 14 projected and potential development sites within the Fulton Street Corridor subarea would be consistent in both their massing and their uses, comprising eight-story (85-foot tall) residential buildings with ground floor retail uses and base heights of six stories (65 feet). While these buildings would become the tallest building in the subarea, they would not be significantly noticeable from the pedestrian perspective, in consideration of the setback that would be required above a maximum base height and the dominating presence of the J/Z subway tracks, which run the length of the corridor within the subarea. The uses would be consistent with the older building pattern still present along the corridor, and the density of uses would be appropriate given its multiple transit options and the existing mixed-use character of the subarea. While the With-Action developments would become the tallest buildings in the subarea, the buildings are expected be distributed the length of the corridor, would not result in a concentration of taller buildings, and would therefore enhance, rather than detract from, the older building stock found along the corridor by providing variety.

In addition, the With-Action buildings in the Fulton Street Corridor subarea would generally replace either vacant lots or the following building typologies that are inconsistent with the older building typology of residential buildings with ground floor retail: one-story commercial buildings and two- to three-story residential buildings without active ground floors and with minimal ground floor transparency. As such, the With-Action developments would fill existing voids in both the streetwall (by replacing vacant lots) and retail continuity (by adding greater transparency retail uses along the corridor). The ground floor uses would enliven the area by increasing pedestrian traffic in the area.

Development in the Fulton Street Corridor subarea in the future with the Proposed Actions would have minimal effects on visual resources. The existing views from Linwood Street (north of Fulton Street) of P.S. 108, an existing historic resource located in the Cypress Hills subarea of the secondary study area, would not be affected by the development anticipated under the RWCDS. Views of the BMT Substation #401, the only historic resource located within the Fulton Street Corridor subarea, would similarly not be affected by With-Action development within the subarea.

Fulton Street Corridor Subarea-
Existing, No Action, and With-Action Conditions

Existing



No-Action



With-Action



ATLANTIC AVENUE CORRIDOR

Under the RWCDS, it is anticipated that new development would occur on 15 projected development sites (or portions thereof) in the Atlantic Avenue Corridor subarea (projected development sites 14, 16, 24-28, 32, 35, 39, 41, 43, 46, 68, 69, and 72), and existing structures on two projected development sites partially located within the subarea would be expanded and reused (projected development sites 13 and 37). With the exception of projected development sites 13 and 68, all of the projected development sites within the subarea would rise to a maximum height of 145 feet (14 stories) with base heights of ten stories (105 feet); projected development sites 13 and 68 would be lower in height. The majority of the development on the subarea's projected development sites would have built FARs of 7.2 and would comprise residential buildings with ground floor retail, office, and community facility uses.

In addition, 33 potential development sites were identified in (or partially within) the Atlantic Avenue Corridor subarea of the primary study area (potential development sites A10, A11, A13, A14, A22, A23, A32, A34, A36, A42, A43, A47, A48, A60, A62-A64, A67-A70, A72, A75-A77, A79, A81, A86, A87, A89, A97, A103, and A104). The developments anticipated on the 29 potential development sites located to the west of Fountain Avenue would rise to 14 stories (145 feet) with ten-story (105-foot) base heights and built FARs of 7.2. East of Euclid Avenue, the developments anticipated on three potential development sites in the Atlantic Avenue Corridor subarea would rise to seven to ten stories (75 to 105 feet) in height with maximum base heights of seven stories (75 feet) and built FARs of 4.6. The potential development sites within the Atlantic Avenue Corridor subarea would generally comprise residential uses with ground floor retail.

Assessment

As shown in Figures 8-22 and 8-23, development in the Atlantic Avenue subarea in the future with the Proposed Actions would change the urban design character of the subarea. The increased scale, both in terms of bulk and height, of the With-Action developments, would be a notable change from the pedestrians' perspective to the appearance of the subarea, as compared to the No-Action condition. The anticipated With-Action developments on the projected and potential development sites would generally replace low density one-story commercial and auto-related uses, many of which are set back from the street and surrounded by paved parking areas. Only six of the combined 50 projected and potential development sites have existing built FARs of greater than 2.0 (potential development sites A32, A34, A42, A47, A48, and A69), two of which (potential development sites A32 and A34) are currently occupied by storage facilities. The anticipated residential buildings with ground floor retail, office, and community facility uses would continue the older building typology more prevalent in the western portion of the subarea, and currently interspersed only on select blocks along the corridor.

The mix of uses and density of development would be appropriate for the location. Atlantic Avenue is the widest roadway in the primary study area, with a width of 120 feet. The existing building stock along the corridor, which includes many one-story buildings set back from the streetwall surrounded by parking lots with multiple curb cuts, is not appropriate for the corridor, given its width and prominence as a major roadway in the borough and its excellent transit accessibility. The existing low-scale building stock is not consistent with older building trends, which include multiple-story mixed-use residential buildings with ground floor retail, as well as loft-style industrial buildings built to the lot line. Development along Atlantic Avenue will be built to the lot line in the RWCDS With-Action condition, establishing continuous streetwalls, which are currently only present in the western portion of the subarea and on select blocks, or portions thereof, along the corridor (refer to Figures 8-22 and 8-23). The heights of the buildings in the portion of the subarea west of Logan Street (14 stories/145 feet with ten-story/105-foot streetwalls) would acknowledge the importance and scale of the corridor, and the heights of the buildings in the portion of the subarea east of Euclid Avenue (up to ten stories (105 feet) with seven-story (75-foot) streetwalls) would serve as a transition in this easternmost portion of the rezoning area.

As described in the "Existing Conditions" section, above, the existing streetscape is desolate and not inviting to pedestrians, with minimal street trees, a lack of retail concentration and retail use spilling out onto the sidewalk, and multiple curb cuts. The ground floor retail uses in the With-Action condition would activate the streetscape, prioritizing the pedestrian experience, rather than the auto. In addition, all new development would be required to plant street trees every 25 feet in accordance with zoning requirements. These components would help to establish

View west on Atlantic Ave. east of Warwick St.



Existing



No-Action



With-Action

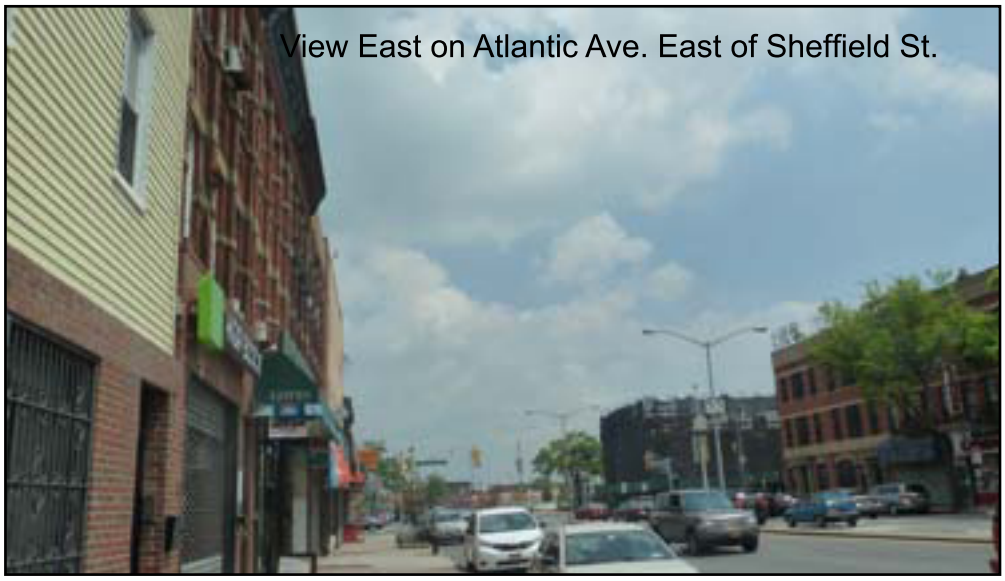


With-Action

Figure 8-22
Atlantic Avenue Corridor Subarea- Existing, No Action, and With-Action Conditions

Atlantic Avenue Corridor Subarea-
Existing, No Action, and With-Action Conditions

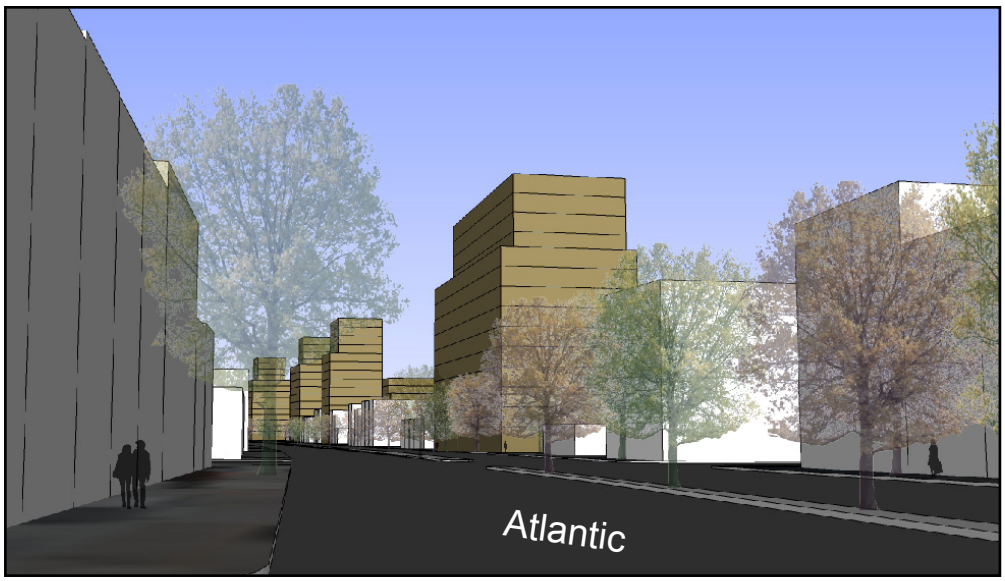
Existing



No-Action



With-Action



a pedestrian-friendly environment and would complement the anticipated No-Action physical improvements along the corridor that would also be present in the future With-Action condition. As noted in "The Future Without the Proposed Actions (No-Action Condition)" section above, these improvements will include upgrades to crosswalks and pedestrian ramps to meet ADA standards, changes to the existing median's configuration, and installing sidewalk extensions (bulb outs) at select intersections within the Atlantic Avenue Corridor subarea.

While future With-Action development in the Atlantic Avenue Corridor subarea would modify views of visual resources within the subarea, the development would not significantly block any views of these resources. As described in Chapter 7, "Historic and Cultural Resources," no primary facades, significant architectural ornamentation, or notable features of these eligible historic resources would be obstructed under RWCDS With-Action conditions on adjacent development sites. Additionally, while the projected/potential developments would create new streetscapes in the vicinity of these eligible historic resources, the developments would not alter any building's setting or visual relationships so as to affect those characteristics that make any eligible for landmark designation. Potential development site 86 would partially block certain views of the St. Michael's Roman Catholic Church complex currently provided from Atlantic Avenue. However, these views are not of the building's primary façade, and existing views from portions of Jerome Street within the Atlantic Avenue subarea would remain.

LIBERTY AVENUE CORRIDOR

All of, or portions of, 23 projected development sites (sites 13, 15, 17, 31, 33, 34, 38, 42, 44, 45, 47-554, 56, 70, 71, 73, and 74) and 31 potential developments (sites A62, A65, A71, A72, A80, A82-A85, A88, A90-A92, and A102) are located within the Liberty Avenue Corridor subarea and are expected to be developed in the future With-Action condition, including 34 sites along Liberty Avenue and 20 sites fronting the subarea's north-south side streets. The With-Action developments along Liberty Avenue would all generally rise to maximum building heights of 85 feet (eight stories) above six-story (65-foot) streetwalls and would have built FARs of 3.6. Three of the subarea's projected development sites' maximum building heights would be slightly lower along Liberty Avenue: projected development sites 13 would rise four stories (60-feet), and projected development sites 71 and 74 would have maximum heights of seven stories (75 feet) above six-story (65-foot) streetwalls. For projected and potential development sites along the subarea's north-south side streets, With-Action developments would generally rise to maximum heights of five stories (55 feet) setback above four-story (45-foot) streetwalls. While potential development sites A62 and A72, which both front Atlantic Avenue but are partially located within the Liberty Avenue Corridor subarea, would have taller maximum building heights along Atlantic Avenue and would be built to a higher FAR, the portions of the sites located within the Liberty Avenue Corridor subarea would have maximum heights of five stories (55 feet) after four-story (45-foot) base heights.

Assessment

Under the RWCDS, the With-Action developments would replace existing vacant and underutilized lots surrounded by chain link and solid metal fencing within the Liberty Avenue Corridor subarea with new, lively spaces in buildings rising to eight stories (85 feet) in height along the more mixed-use high trafficked Liberty Avenue and five stories (55 feet) along the subarea's north-south residential side streets. The buildings would become the tallest buildings in the subarea and would represent a notable change from the pedestrian's perspective to the appearance of the subarea. As noted above in the "Existing Conditions" section, the five-story East New York Vocational High School is currently the tallest building in the subarea. However, the buildings would serve as a transition from the taller With-Action buildings anticipated along Atlantic Avenue (to the north, rising up to 14 stories, or approximately 145 feet) and Pennsylvania Avenue (to the west, rising up to ten stories, or approximately 105 feet). In addition, as shown in Figures 8-24 and 8-25, the With-Action developments within the subarea would generally replace buildings that are lower in height and built at a lower density than in the remainder of the subarea. The placement of the buildings on the sites would also create a continuous streetwall, ensuring that the existing trend of new construction being set back from the lot line, thereby interrupting the streetwall, does not persist.

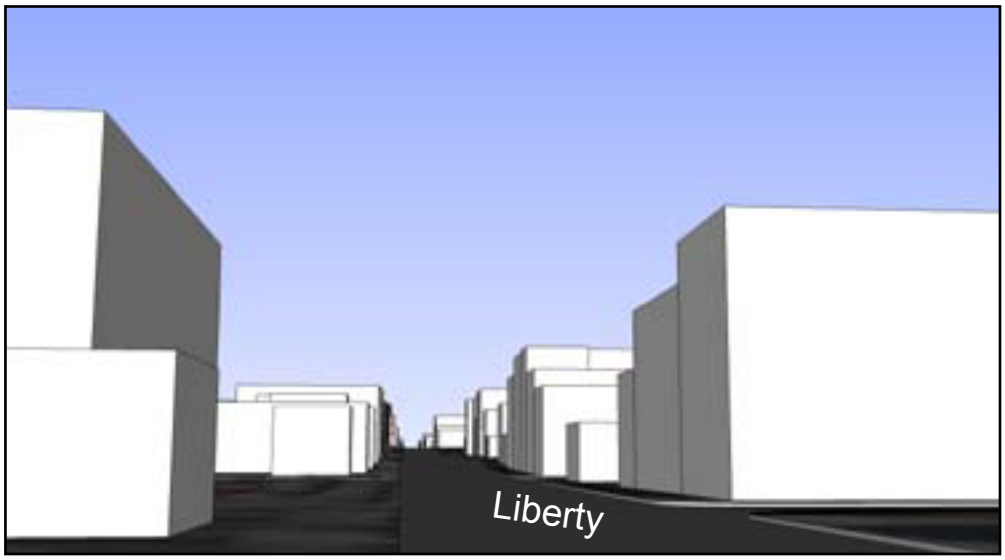
The With-Action developments would generally comprise residential buildings along the north-south side streets and residential buildings with ground floor retail/community facility uses along Liberty Avenue. Exceptions would include projected development sites 13, 15, and 34, as well as potential development sites A37. The portion of projected development site 13 located within the Liberty Avenue subarea is expected to be developed with a four-

Liberty Avenue Corridor Subarea-
Existing, No Action, and With-Action Conditions

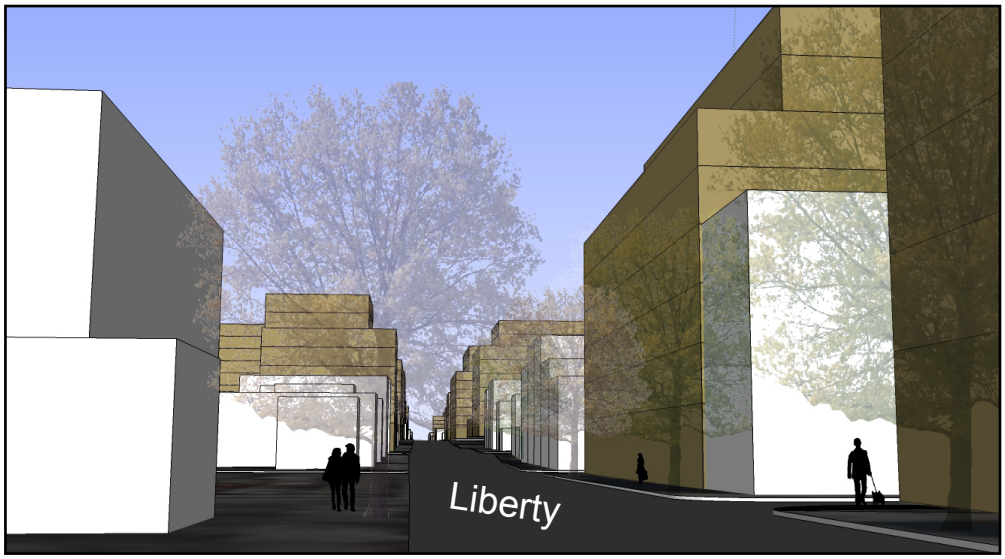
Existing



No-Action

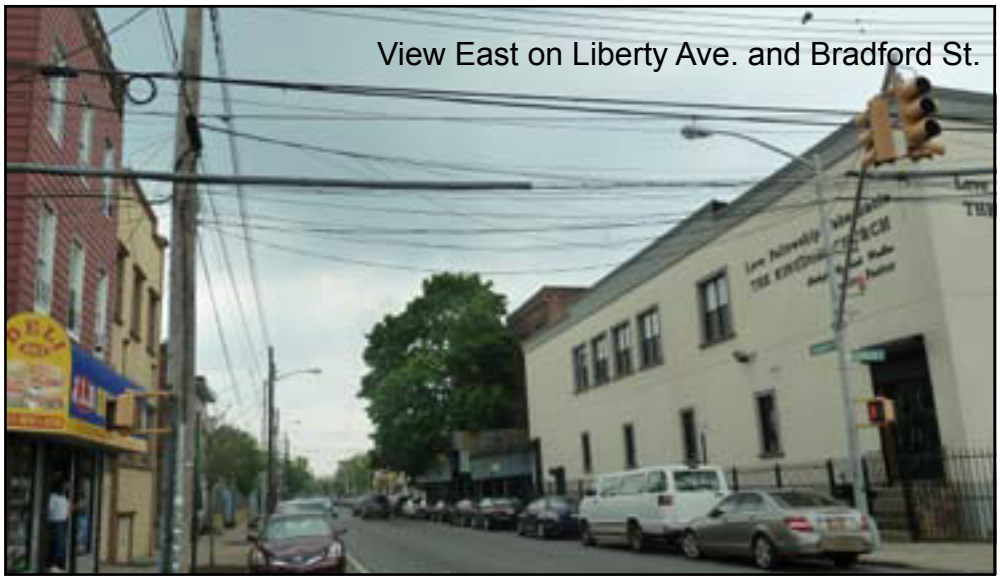


With-Action

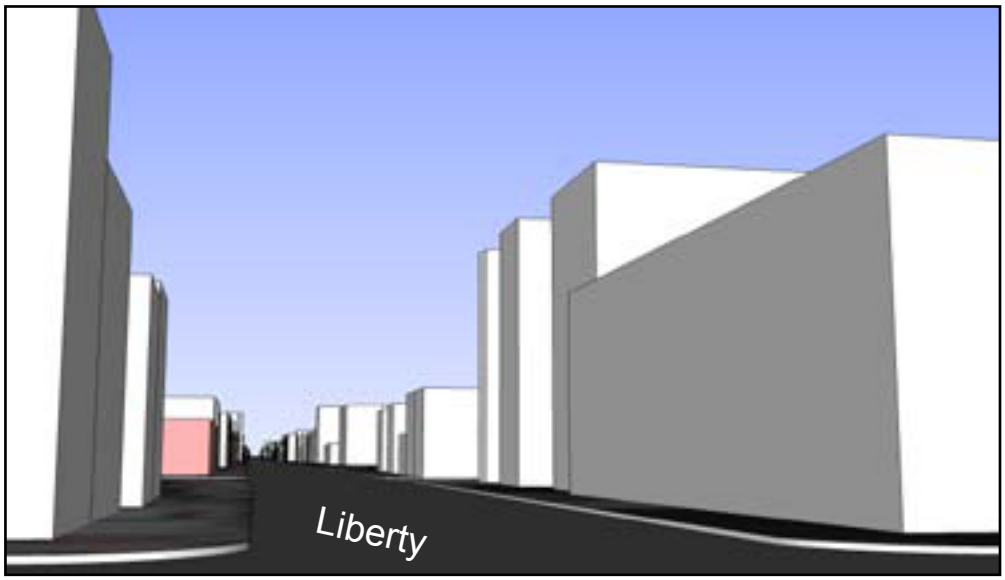


Liberty Avenue Corridor Subarea-
Existing, No Action, and With-Action Conditions

Existing



No-Action



With-Action



story commercial use fronting New Jersey Avenue. Projected development sites 15 and 34 and potential development site A37, which are all located west of Hendrix Street, are expected to be developed with a mix of residential and light industrial uses. These uses would be consistent with adjacent and proximate buildings on the sites' respective blocks. This variety of uses is consistent with the existing building stock, which includes a wide variety of uses. In addition, the ground floor retail uses along Liberty Avenue would increase transparency at the street level and serve to create an active streetscape along this secondary east-west corridor of the rezoning area.

As noted in the "Existing Conditions" section above, the Liberty Avenue Corridor subarea includes two open space resources and four historic resources, which are considered visual resources in accordance with the *CEQR Technical Manual.* In addition, the Empire State Dairy Building, located to the north in the Atlantic Avenue Corridor subarea; the Grace Baptist Church and the Second Calvary Baptist Church, both located to the south in the Residential Side Streets subarea; and the Magistrates Court, located to the west in the Pennsylvania and Sheffield Corridors subarea, are visible from certain vantage points in the Liberty Avenue Corridor subarea under existing conditions. The With-Action development on projected and potential development sites is not expected to alter existing views of the Magistrates Court, the Grace Baptist Church, or the Second Cavalry Baptist Church. In certain views north and east towards the 75th Police Precinct Station at the southwest corner of Liberty and Miller Avenues, development anticipated on surrounding blocks would be visible. However, the With-Action developments would not block any views of this resource, which are generally limited to the portions of the adjacent roadways that are the most proximate. Projected development site 38 would partially block views of the Empire State Dairy Building's eastern and western facades currently available from portions of Barbey Street and Schenck Avenue, respectively, within the subarea. However, these facades are not the primary façades of the building, and, as discussed in Chapter 7, "Historic and Cultural Resources," while the projected/potential developments would create new streetscapes in the vicinity of these eligible historic resources, the developments would not alter any building's setting or visual relationships so as to affect those characteristics that make any eligible for landmark designation. The With-Action development within the Liberty Avenue subarea is also not expected to significantly alter views of St. Michael's Roman Catholic Church; potential development site A50 is the only development site that would face the historic building complex. With-Action development within the Liberty Avenue Corridor subarea would not block any views of City Line Park, and the effect of With-Action development on views of the Sperandeo Brothers Playground would not be significant. The park is currently located in existing built context and is located on a block with an existing large footprint four-story building.

In the eastern portion of the subarea, development on projected development site 74 would block certain views of Firehouse Engine 236's western façade currently available from Liberty Avenue and Doscher Street to the west. Projected development site 74 would also alter the context of this historic resource, replacing an underutilized lot currently occupied by a setback auto repair shop with a seven-story (75-foot tall) residential building with ground floor retail. The With-Action building would be consistent with Firehouse Engine 236's streetwall and would be more in keeping with its historic built context. While potential development site 102 would alter views north along Crystal Street of the East New York Vocational High School provided from Liberty Avenue, the building would not block any significant views of this resource.

PITKIN AVENUE CORRIDOR

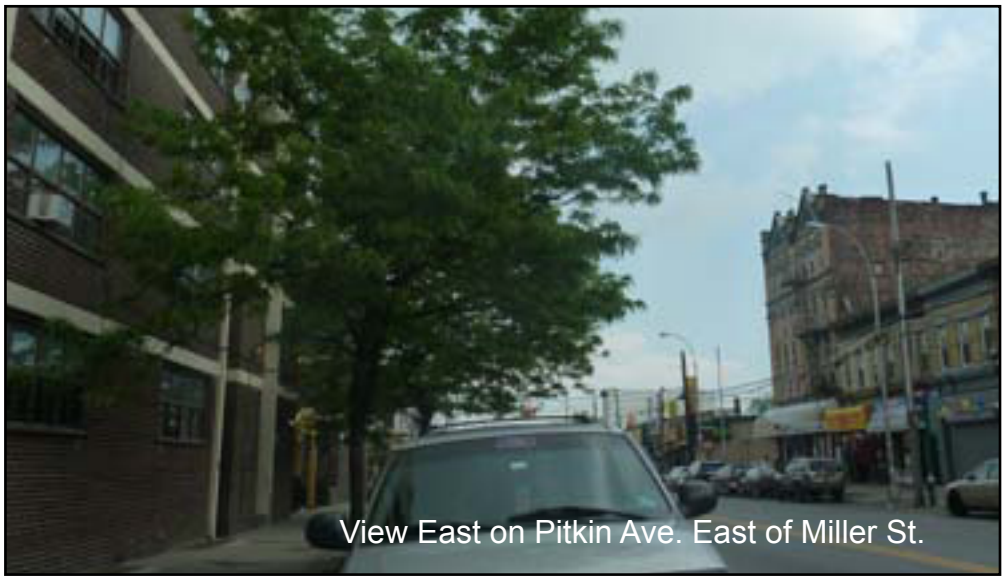
Under the RWCDS, it anticipated that nine projected development sites (site 57-60, 63, 64, 78, 79, and 81) and nine potential development sites (sites A28, A29, A52, A54, A55, A61, A73, A94, and A105) could be developed within the Pitkin Avenue Corridor subarea. The majority of the With-Action developments would comprise residential buildings with ground floor retail and built FARs of 4.6 built to a maximum building height of 105 (ten stories) above streetwalls of seven stories (75 feet). Projected development site 79 and potential development sites A73 and A105 would have built FARs of 7.2 and would rise to maximum heights of 145 feet (14 stories) above streetwalls of ten stories (105 feet) (see Figures 8-26 and 8-27). All of the Pitkin Avenue Corridor subarea With-Action development would comprise residential buildings with ground floor retail and community facility uses.

Assessment

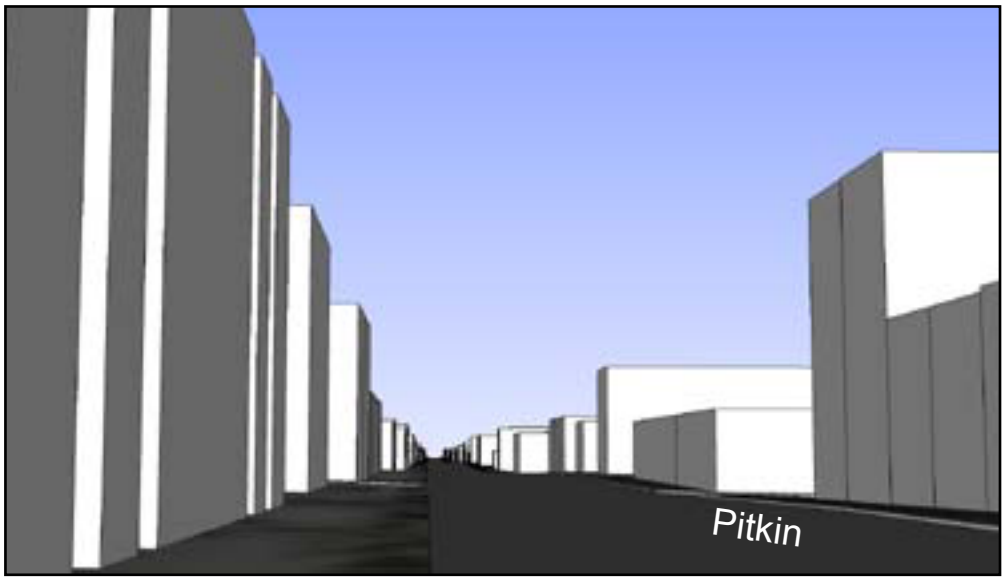
As presented in the "Existing Conditions" section, above, while several larger footprint denser residential developments are present in the Pitkin Avenue Corridor subarea, the majority of the buildings within the subarea

Pitkin Avenue Corridor Subarea-
Existing, No Action, and With-Action Conditions

Existing



No-Action

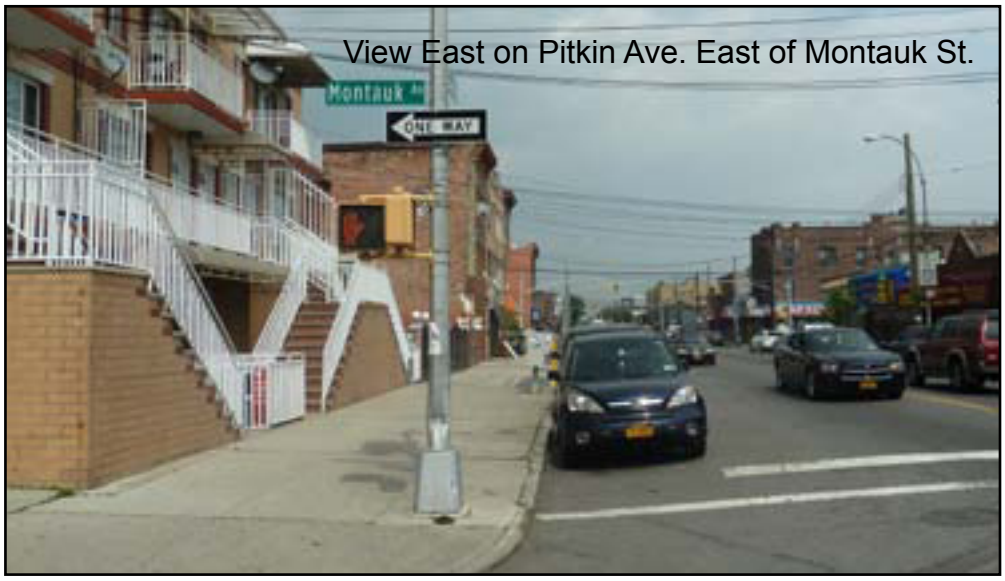


With-Action



Pitkin Avenue Corridor Subarea-
Existing, No Action, and With-Action Conditions

Existing



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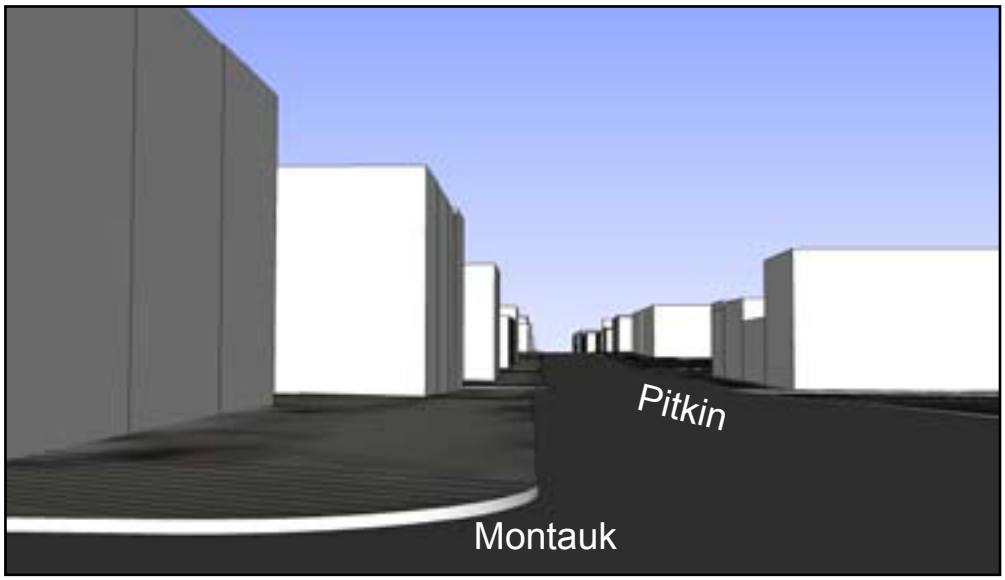
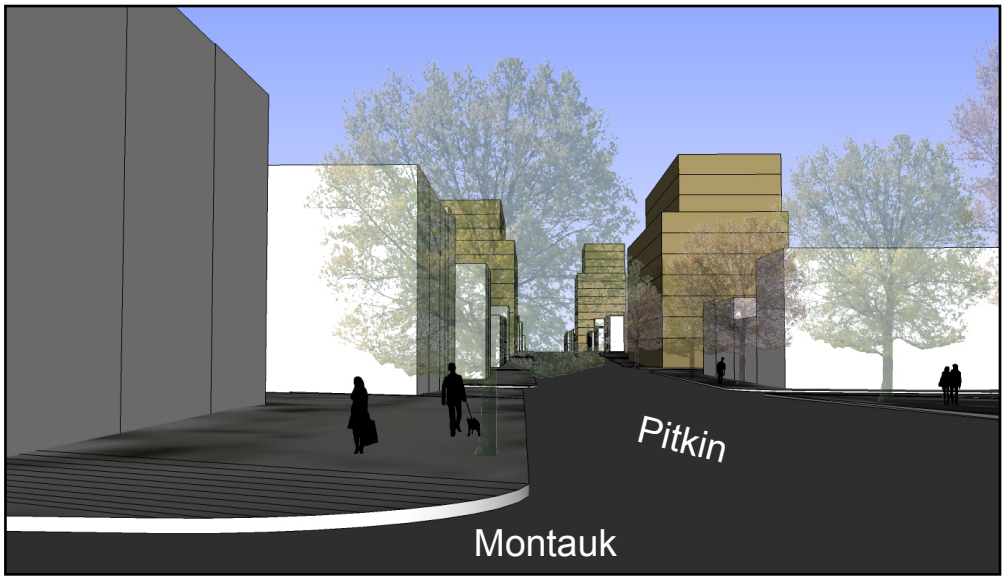


With-Action



are less than four stories in height. The With-Action developments anticipated in the Pitkin Avenue Corridor subarea would become the tallest buildings in the subarea, generally rising to a base height of seven stories (75 feet), before setting back and reaching a maximum building height of ten stories (105 feet), and, therefore, would represent a notable increase in scale, both in terms of bulk and height, compared to the No-Action condition. These heights would be in keeping with the recent rezoning that was approved within the subarea (the Pitkin Avenue rezoning), which is expected to result in a seven-story (75-foot tall) mixed-use predominantly residential building in the future with or without the Proposed Actions (see "The Future without the Proposed Actions (No-Action Condition)" section, above).

Projected development site 79 and potential development sites A73 and A105, which are located on the eastern and western ends of the subarea would be taller than the remainder of the With-Action buildings in the subarea, with base heights of ten stories (105 feet), before setting back and reaching maximum building heights of 14 stories (145 feet). The taller, higher density building on potential development site A73 would be appropriate for its location at the northeast corner of Pennsylvania and Pitkin Avenues. As noted above, Pennsylvania Avenue is the primary north-south corridor in the rezoning area. In addition, these three sites, located along the southern edge of the primary study area, are already located near taller housing developments in the secondary study area that are taller than the older residential building stock (refer to Figure 8-3b). While the buildings on projected development site 79 and potential development sites A73 and A105 would be taller than these existing residential complexes, they would be in keeping with the existing trend toward locating taller buildings in these respective locations.

The anticipated With-Action developments would reverse an ongoing trend that has been transitioning Pitkin Avenue away from ground floor retail uses. The With-Action developments would fill existing voids in the continuous ground floor retail frontage and would reactivate the streetscape with greater transparency ground floors and new street trees. The new ground floor retail uses and residential uses would enliven the area by replacing vacant lots with new, lively spaces that would increase pedestrian traffic in the area. The active mix of uses along Pitkin Avenue would be appropriate for the corridor, which is served by multiple subway stations and was historically a center of retail activity.

As described under existing conditions, there are no visual resources within the Pitkin Avenue Corridor subarea. Under the future With-Action conditions, while development within the subarea would modify certain view corridors currently available from the subarea of the Holy Trinity Russian Orthodox Church (located within the Pennsylvania and Sheffield Avenue Corridors subarea), the building at 277 Vermont Street (within the Residential Side Streets subarea), and P.S. 159 (located outside of the primary study area at 2781 Pitkin Avenue), existing views of these visual resources would not be blocked. In addition, views of Grace Playground that are currently available from the Pitkin Avenue Corridor subarea would not be affected.

LARGE SITES

The Arlington Village and Chloe/Dinsmore-Chestnut subareas include full-block development sites with frontages on the Atlantic Avenue Corridor. Given their size and unique block configurations, these sites require greater flexibility to provide for a variety of building configurations, heights and uses in order to maximize the permitted floor area; and as a result these sites are unique in their relationship to the existing adjacent lower-density areas, as described in greater detail below

Arlington Village

Under the Proposed Actions, the Arlington Village portion of the Large Sites subarea would primarily be zoned R6B, with a C2-4 commercial overlay mapped along Liberty Avenue; the block fronting the southern side of Liberty Avenue between Berriman Street and Atkins Avenue would be zoned R5B. Two projected development sites are expected to be developed in the Arlington Village portion of the Large Sites subarea under the RWCDS: projected development sites 46 and 55. Projected development site 46, which comprises the entirety of the two blocks bounded by Atlantic Avenue, Montauk Avenue, Liberty Avenue, and Berriman Street, is partially located within the Atlantic Avenue Corridor subarea.

As presented in Figure 8-28, under the RWCDS, the variety of zoning districts proposed for projected development site 46 would focus the density of the site's eight buildings along the larger corridors bordering the site to the north and south. Along Atlantic Avenue (outside of the Large Sites subarea), two of the projected development site 46 would rise to a maximum height of 14 stories (145 feet) setback from 10-story (105-foot) streetwalls. Within the Large Sites subarea, the four projected development site 46 buildings fronting Berriman Street, Atkins Avenue, and Montauk Avenue would rise to a maximum height of five stories (50 feet) setback above four-story (40-foot) streetwalls, and the two projected development site 46 buildings fronting Liberty Avenue would rise to a maximum height of eight stories (85 feet) above a six-story (65-foot) streetwall.

Across Liberty Avenue from projected development site 46, projected development site 55 would be developed with a mix of residential and ground floor retail uses rising to a maximum height of eight stories (85 feet) setback above a six-story (65-foot) streetwall.

Assessment

The buildings anticipated in the Arlington Village portion of the Large Sites subarea would become the tallest buildings in the subarea and would represent a notable change from the pedestrian's perspective to the appearance of the subarea. Projected development sites 46 and 55 would be taller than the existing and No-Action buildings on the sites. However, the With-Action heights along projected development site 46's north-south side street frontages would not represent a substantial change compared to No-Action conditions (see Figure 8-28). As noted above, in the future without the Proposed Actions, it is anticipated that the existing buildings comprising the site would be enlarged, and would be up to four stories in height. The proposed mix of zoning districts on projected development site 46 and their corresponding heights would create a variation in building massing and a more varied streetscape and pedestrian experience. As shown in Figure 8-28, the varied massings permitted under the proposed zoning districts on projected development site 46 would also serve to create a transition in building heights along the north-south side streets bordering the Arlington Village portion of the Large Sites subarea.

Furthermore, the proposed variety of uses anticipated on projected development site 46 would similarly respond to this existing context, with ground floor retail, supermarket, and community center uses limited to the building's fronting Atlantic and Liberty Avenues. Projected development site 55 would re-establish the streetwall along Liberty Avenue, improving the site by replacing an existing auto-related/storage lot that is surrounded by solid imposing fencing and minimal streetscape elements with an active streetscape, higher transparency retail uses, and new street trees, in accordance with existing zoning requirements.

Chloe/Dinsmore-Chestnut

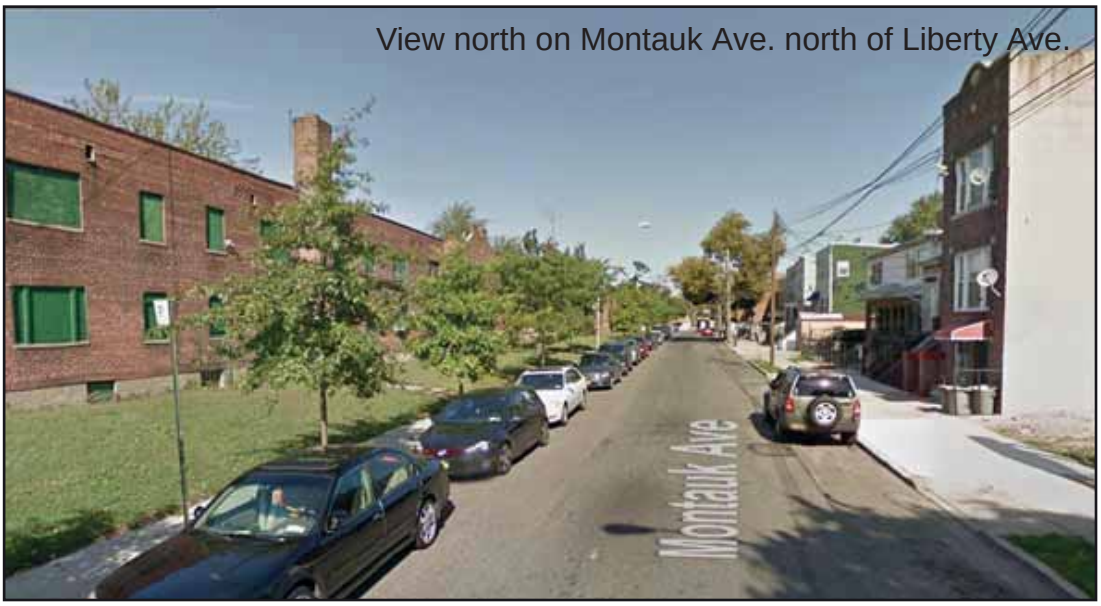
Under the RWCDS, it is anticipated that new buildings would be constructed on projected development sites 65, 66, and 67 and potential development sites A98, A99, A100, and A101 in the Chloe/Dinsmore-Chestnut portion of the Large Sites subarea.

Projected development site 66 is expected to be developed with two freestanding structures pursuant to the M1-4/R8A zoning proposed for the site. With the exception of the Atlantic Avenue frontage, the With-Action building occupying the western portion of the site would rise to ten stories (105 feet); along the building's Atlantic Avenue frontage, the building would rise to a maximum height of 13 stories (145 feet) after a setback. The western building on projected development site 66 would comprise a mix of retail/restaurant, light industrial, residential, and community center uses under the RWCDS. The With-Action building occupying the eastern portion of projected development site 66 would have a comparatively smaller building footprint and would rise to a maximum building height of 13 stories (145 feet) on all frontages, setback above a nine-story (105-foot) streetwall. The eastern building on projected development site 66 would comprise 306 residential units and a 1,000-seat PS/IS school. The With-Action school would have its primary entrance along Dinsmore Place (the building's northern façade).

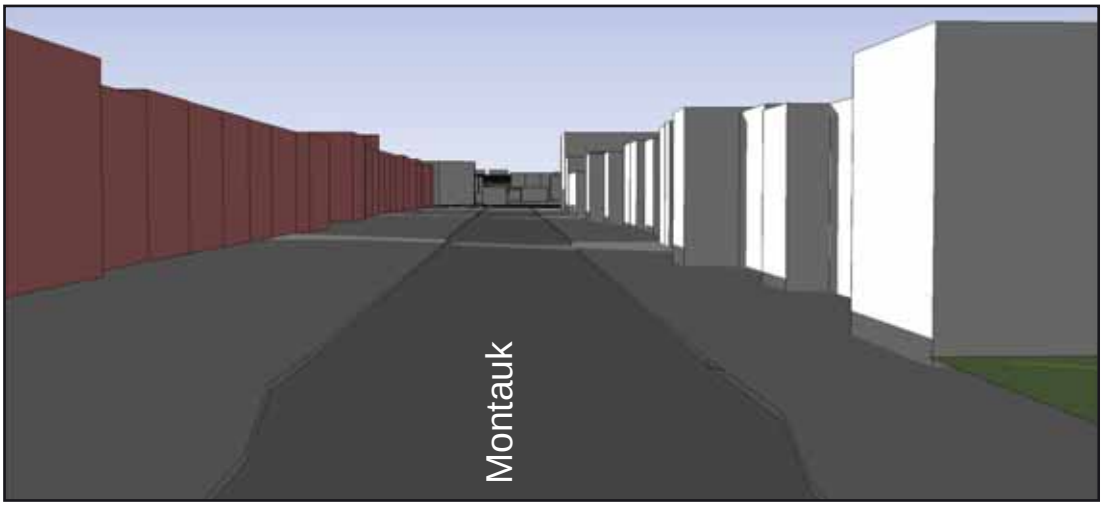
Under the With-Action RWCDS conditions, projected development site 67 is expected to be developed with two free-standing buildings, both of which would rise to a maximum building height of 13 stories (145 feet) above nine-

Large Sites-Arlington Village Subarea-
Existing, No Action, and With-Action Conditions

Existing



No-Action



With-Action



story (105-foot) streetwalls. Projected development 67 would include a mix of residential, retail, restaurant, supermarket, office, and community facility (medical office and community center) uses.

Also located within the Chloe/Dinsmore-Chestnut portion of the Large Sites subarea (north of Dinsmore Place), projected development site 65 and potential development sites A98 and A99, all of which would have frontage on Force Tube Avenue, would have six-story (65-foot) streetwalls and would rise to a maximum height of eight stories (85 feet) after a setback. Potential development sites A100 and A101, which would have frontage on Chestnut Street would have seven-story (80-foot) streetwalls with maximum building heights of ten stories (110 feet). All five of these projected/potential development sites would be comprised of residential uses in the 2030 With-Action condition, with ground floor retail uses also anticipated on potential development sites A99, A100, and A101.

Assessment

The buildings anticipated in the Chloe/Dinsmore-Chestnut portions of the Large Sites subarea would become the tallest buildings in the subarea and would represent a notable change from the pedestrian's perspective to the appearance of the subarea. As presented in Figure 8-29, the Proposed Actions would facilitate development that would represent a marked improvement over existing and No-Action conditions, replacing vacant and underutilized sites in key locations along Atlantic Avenue (projected development sites 66 and 67) and serving to establish an activated pedestrian connection between Atlantic Avenue and Fulton Street (projected development 65 and potential development sites A98-A101). None of the combined seven projected and potential development sites in the Chloe/Dinsmore-Chestnut portion of the Large Sites subarea has existing built FARs of greater than 1.0 under existing conditions.

The anticipated ground floor retail and community facility uses along select corridors would encourage pedestrian circulation in the subarea, which currently has minimal pedestrian activity and is characterized by vacant lots with minimal streetscape elements. The With-Action developments' higher transparency ground floor retail uses and street trees planted along every 25 feet of street frontages (in accordance with zoning requirements) would further improve the pedestrian experience by adding new streetscape elements (refer to Figure 8-29).

The mix of uses and density of development would be appropriate for the location. Atlantic Avenue is the widest roadway in the primary study area, with a width of 120 feet. The existing vacant lots and vacant buildings set back from the streetwall along Atlantic Avenue are not appropriate for the corridor, given its width and prominence as a major roadway in the borough and its excellent transit accessibility. Development in the Chloe/Dinsmore-Chestnut portion of the Large Sites subarea would be built to the lot line in the RWCDS With-Action condition, establishing continuous streetwalls and serving as an active and inviting entry into the rezoning area from Conduit Avenue (refer to Figure 8-29). The heights of the buildings in the portion of the subarea north of Dinsmore Place would serve as a transition from the buildings along Atlantic Avenue to Fulton Street, to the north.

While future With-Action development in the Atlantic Avenue Corridor subarea would modify views of City Line Park from within the Chloe/Dinsmore-Chestnut portion of the subarea, the development would not significantly block any views of this resources. Existing views from portions of Atlantic Avenue within the Chloe/Dinsmore-Chestnut portion of the subarea would remain.

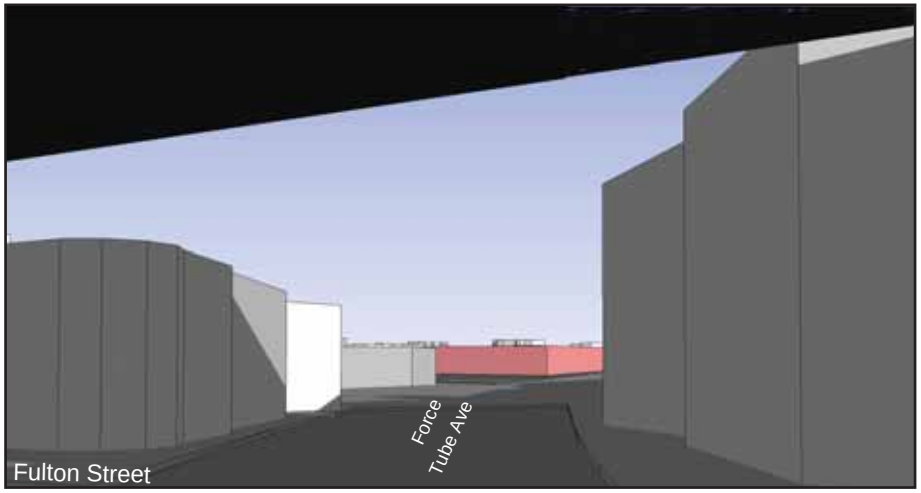
OCEAN HILL

Under the RWCDS, it is anticipated that new development would occur on three projected development sites in the Ocean Hill subarea (projected development sites 1, 2, and 12). The three With-Action developments would replace existing low-density (less than 1.0 FAR) vacant lots and parking/transportation uses with mixed-use residential buildings with ground floor retail and community facility uses. The With-Action developments would have built FARs of 4.6 to 5.6 and would range in height from 95 feet (nine stories) to 125 feet (12 stories). The 12-story projected development site 1 building would reach its maximum height after setting back from a nine-story (95-foot) streetwall; the nine-story projected development site 2 building would reach its maximum height after setting back from a six-story (65-foot) streetwall; and the nine-story (95-foot tall) projected development site 10 building would reach its maximum height after setting back from a 15- to 35-foot streetwall.

View south on Force Tube Ave. from Fulton St.



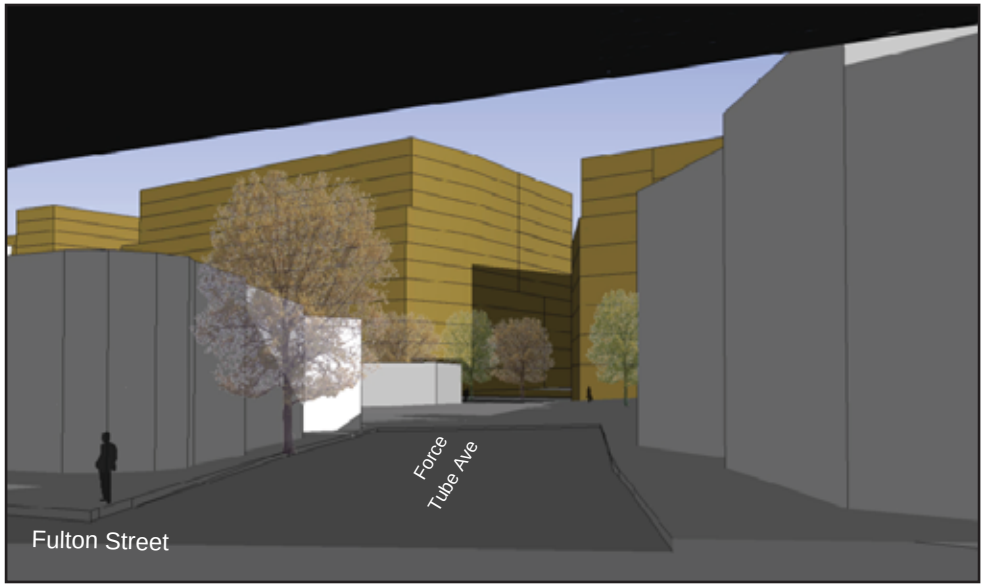
Existing



No-Action



With-Action

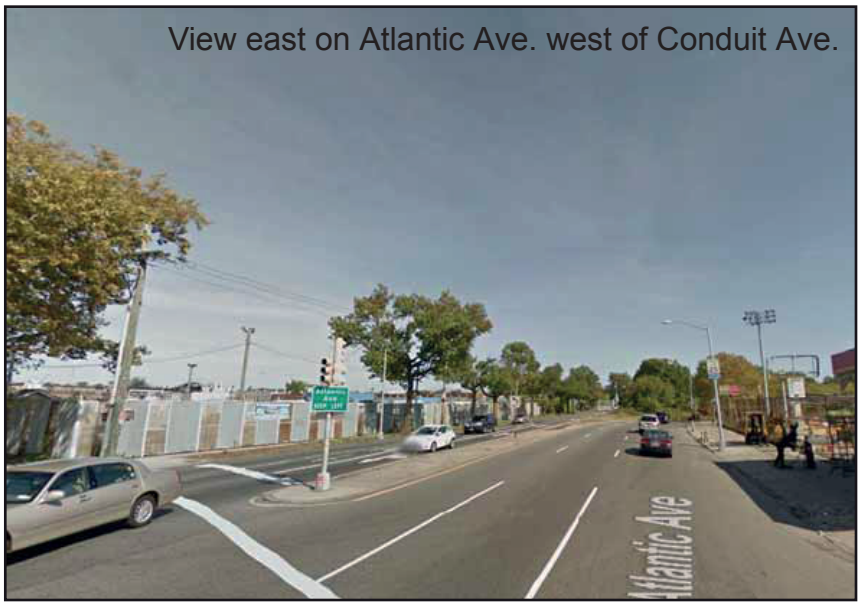


With-Action

East New York Rezoning Proposal **Figure 8-29a**

Large Sites-Chloe/Dinsmore-Chestnut Subarea-Existing, No Action, and With-Action Conditions

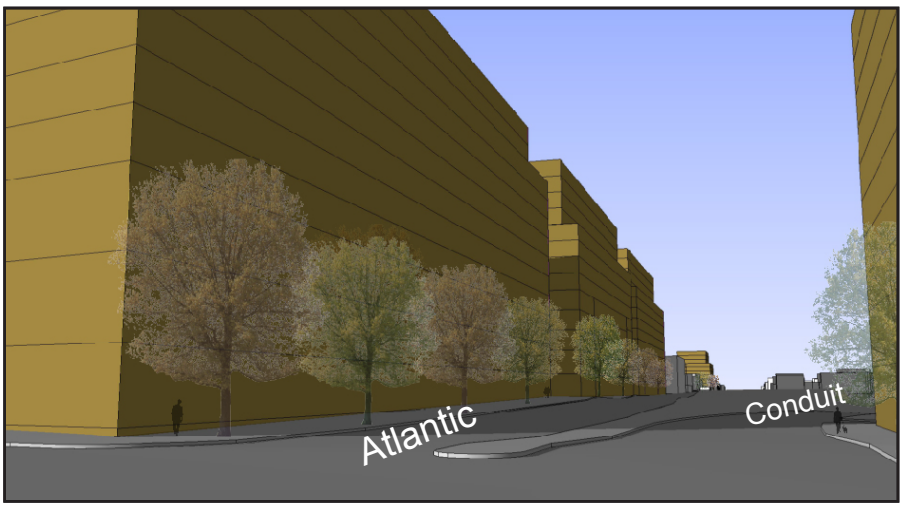
Large Sites-Chloe/Dinsmore-Chestnut Subarea-
Existing, No Action, and With-Action Conditions



Existing



No-Action



With-Action

In addition, 11 potential development sites were identified in the Ocean Hill subarea of the primary study area (potential development sites A1-A9, A15, and A16). With the exception of potential development site A5, the potential development site buildings would be comprised of residential uses with ground floor retail and community facility uses; projected development site A5 is expected to be an entirely residential development. The With-Action developments would replace existing lots that are generally comprised of storage, auto-related, and light industrial uses and have building FARs of 1.0 or less with buildings ranging from 85 feet (eight stories) to 125 feet (12 stories) in height with built FARs of 3.6 to 5.6. The potential development site buildings would have streetwalls of six to nine stories (approximately 65 to 95 feet), with upper floors set back.

Assessment

As shown in Figures 8-30 and 8-31, With-Action development in the Ocean Hill subarea would represent a notable increase in scale, both in terms of bulk and height, as compared to the No-Action condition. New development in the Ocean Hill subarea would generally replace existing underbuilt lots comprised of vacant land or parking, storage, and transportation-related uses with higher density buildings ranging from 85 to 125 feet in height. Of the three projected development sites and 11 potential development sites within the subarea with existing built structures, many are shorter than adjacent older residential buildings occupying their respective blocks. While the lot bounded by Atlantic and East New York Avenues and Sackman and Pacific Streets, which contains projected development site 1 and potential development sites 1 and 3, does not contain any existing residential uses, several large footprint four-story former industrial buildings are located on the block. The With-Action buildings would become the tallest buildings in the subarea at nine to twelve stories (approximately 95 to 125 feet) in height (see Figures 8-30 and 8-31). These anticipated building heights would be appropriate for the subarea's location in close proximity to a significant transportation hub (Broadway Junction) and several major vehicular corridors. In addition, several taller developments already exist just outside of the subarea, including the 23-story residential development two blocks east of the subarea (on the block bounded by Atlantic and Rockaway Avenues and Dean and Thomas S. Boyland Street) as well as several six- and seven-story buildings within one block of the subarea's boundaries.

The With-Action Ocean Hill subarea developments would improve the streetscape by replacing many lots that are currently surrounded by solid fencing or blank building walls that have minimal or no fenestration with active retail uses on the ground floor. The ground floor retail uses would encourage pedestrian circulation in the subarea, an area that currently has minimal pedestrian activity and is characterized by blank street walls with minimal streetscape elements despite its location in close proximity to the significant Broadway Junction transit hub and several major vehicular corridors. As noted in the "Existing Conditions" section above, many of the subarea's streets are currently devoid of street trees, adding to the desolate uninviting character of the subarea. The With-Action developments would be required to plant new street trees every 25 feet along their frontages, in accordance with existing zoning requirements.

While the development anticipated on the projected and potential development sites within the Ocean Hill subarea are expected to alter the context of the subarea's visual resources, no significant adverse impact is anticipated. Callahan-Kelly Playground would be lined with new nine- to 12-story (approximately 95- to 125-foot tall) mixed-use developments with ground floor retail anticipated on projected development site 2 and potential development sites A7 and A8. Potential development sites A7 and A8 would also be partially visible in certain views north of the NYCL-designation and S/NR-listing eligible 1431 Herkimer Street, but would not block any views of this visual resource. Outside the subarea, views of the Our Lady of Loreto Roman Catholic Church from the east would be partially obstructed by the 12-story (125-foot tall) building anticipated on projected development site 1 in the future with the Proposed Actions. However, more proximate views from both Sackman and Pacific Streets would be maintained.

RESIDENTIAL SIDE STREETS

Under the RWCDS, ten projected and potential development sites would be developed in the southern section of the Residential Side Streets subarea located between Liberty and Pitkin Avenues (projected development sites 61, 62, 75-77, and 80 and potential development sites A51, A53, A93, and A106) and one potential development site (site A96) would be developed in the northern section of the Residential Side Streets subarea located between Fulton

Ocean Hill Subarea-
Existing, No Action, and With-Action Conditions

Existing



No-Action

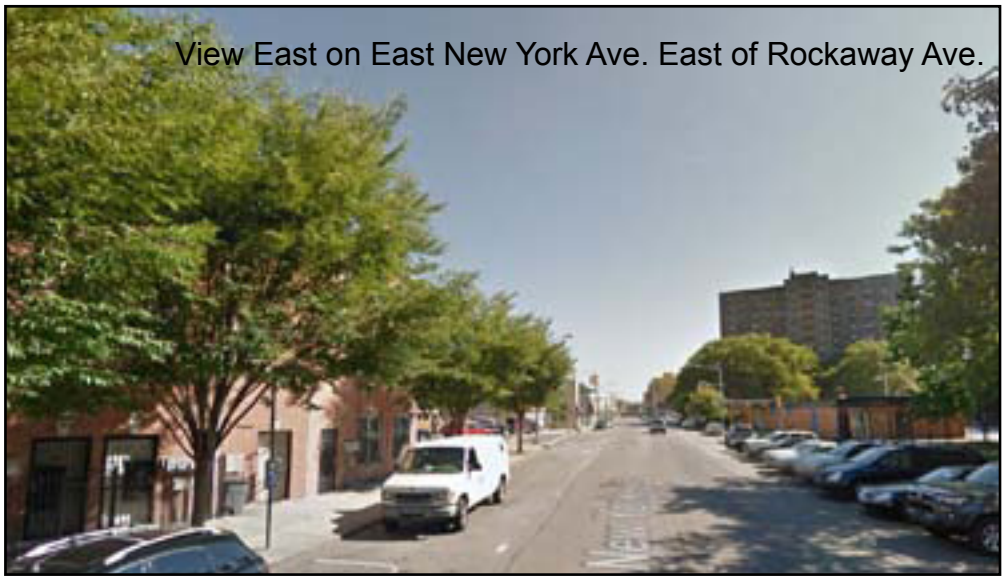


With-Action

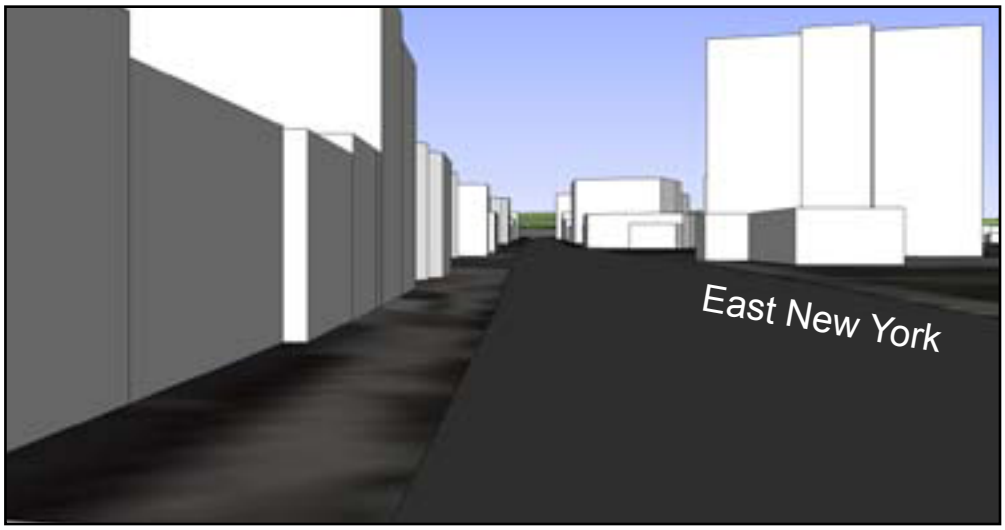


Ocean Hill Subarea-
Existing, No Action, and With-Action Conditions

Existing



No-Action



With-Action



Street and Atlantic Avenue.[4] The With-Action developments would have built FARs of 3.6 along the core residential streets and 4.6 in the southeastern portion of the subarea, near Conduit Avenue. The base heights would be six stories and seven stories (approximately 65 and 75 feet tall) and the maximum building heights would be eight stories (85 feet) and ten (105 feet) for the subarea's 3.6-FAR and 4.6-FAR With-Action buildings, respectively. The With-Action developments in the Residential Side Streets subarea would comprise only residential uses.

Assessment

As noted in the "Existing Conditions" section, above, recent infill development in the Residential Side Street subarea includes low-scale rowhouses and semi-detached homes that generally do not match the form and character of the more historic homes found in the subarea, due to low-density zoning regulations that require off-street parking and front yards. The With-Action developments would reverse this trend and address the continuing degradation of the subarea's street wall and pedestrian experience. The With-Action buildings in the Residential Side Streets subarea would be built to the streetwall and would comprise only residential uses, thereby maintaining the residential character of the subarea. In addition, the With-Action developments would replace existing vacant and surface parking lots, as well as industrial uses, which are out of character with the historic urban fabric and residential character of the subarea.

The With-Action buildings would become the tallest buildings in the subarea, with most buildings having six-story (65-foot) streetwalls and rising to a maximum building height of eight stories (85 feet) after a setback, and, therefore, would represent a notable increase in scale, both in terms of bulk and height, as compared to the No-Action condition. Three of the projected development sites (sites 75, 76, 77) would be slightly taller, with seven-story (75-foot) streetwalls and maximum heights of ten stories (105 feet) after a setback. None of these slightly denser buildings would be located in the northern section of the Residential Side Streets subarea, which is slightly lower in scale than the southern section (refer to the "Existing Conditions" section, above). The only development anticipated in the northern section of the subarea would be at its western and eastern borders, fronting New Jersey Avenue and Logan Street, respectively, serving as a transition to the adjacent Atlantic Avenue Corridor and Pennsylvania and Fulton Corridor subarea and the Large Sites—Chloe/Dinsmore-Chestnut subarea, respectively. The three ten-story (105-foot tall) buildings in the southern portion of the subarea would be located to the east near Conduit Avenue, a major corridor that borders the subarea to the east and serves six lanes of traffic with a large central median. The taller buildings at this location would relate to the larger scale of the open area created by this major heavily trafficked roadway.

While there are four historic resources located within the Residential Side Streets subarea, none of the projected development sites anticipated in this subarea would be in close proximity. Therefore, With-Action development in the Residential Side Streets subarea would not modify or block views of these resources.

WITH-ACTION PRIMARY STUDY AREA ASSESSMENT

As shown in Figure 8-20 through 8-31, the Proposed Actions would result in development at a greater density than currently permitted as-of-right in the rezoning area and would represent a notable change in the urban design character of the primary study area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience of the primary study area would change considerably. However, this change would not constitute a significant adverse urban design impact in that it would not alter the arrangement, appearance, or functionality of the primary study area such that the alteration would negatively affect a pedestrian's experience of the area. Rather, development anticipated in the With-Action condition would improve the pedestrian experience by replacing underutilized and vacant lots with new buildings with active ground floor uses and transparency requirements that promote a more vibrant and walkable neighborhood character. The anticipated With-Action developments would also require streetwalls that are consistent with surrounding context and restrict curb cut and parking locations, all of which would contribute to an enhanced pedestrian environment that would

[4] Reflects projected and potential development sites located wholly within the Residential Side Streets subarea and does not include the Atlantic Avenue Corridor subarea development sites that front Atlantic Avenue and extend partially into the Residential Side Street subarea.

include improved sidewalk conditions with street tree planting requirements on both residential and commercial streets within the study area.

The scale of the future development would be appropriate for the scale of the streets comprising the primary study area street network. The nuanced zoning would focus higher density buildings along major corridors (primarily Atlantic Avenue), with buildings on secondary corridors serving as a transition from this primary rezoning area corridors. New development is generally expected to replace vacant lots and underbuilt buildings along these corridors that currently detract from desirable street-level activity and safe pedestrian experiences. Many lots currently surrounded by fencing or accessed by multiple curb cuts would be replaced by buildings that prioritize the pedestrian experience and safety over vehicles and inactive ground floor uses. The new buildings are expected to increase pedestrian activity and create a safer and more vibrant experience that enhances walkability along these corridors.

Development on the north-south residential side streets would be lower than along the rezoning area's east-west streets and would be compatible with the scale and character of the residential side streets. With-Action development along the residential side streets would also be built along the street line, precluding the continuation of the existing trend in new construction towards buildings set back significantly from the lot line with large front yards and parking.

While the With-Action developments would modify existing views of some visual resources located within, or visible from, the primary study area, no primary views would be blocked, and the modification of the resources' visual context would not be considered a significant adverse impact.

Secondary Study Area

While the Proposed Actions would not result in any new development in the secondary study area, many of the primary study area projected and potential development site buildings located at, or near, the edge of the rezoning area would be visible from the secondary study area. However, by focusing the highest density development along the central corridor of the primary study area (Atlantic Avenue), the building heights along the rezoning area's border would serve as a visual transition to this primary corridor. In addition, the secondary study area's East New York, Brownsville, and Ocean Hill subareas are already characterized by a wide variety of building typologies, including several tall housing developments. The Broadway Junction and IBZ subareas of the secondary study area are both characterized by lower scale buildings with a variety of uses, with minimal pedestrian activity and desolate streetscapes. The With-Action developments in the primary study area would add vibrancy to these two subareas situated between the Ocean Hill and East New York/Cypress Hill sections of the rezoning area by introducing residential and retail uses along their borders and drawing pedestrians to the area. While the With-Action developments would be taller than the existing buildings in the Cypress Hills and City Line subareas, which are both generally characterized by residential buildings of four or fewer stories, both of these areas are built-up and views of the primary study area With-Action condition buildings would be limited to the portions of these secondary study area subareas that are most proximate to the rezoning area.