Chapter 8: Urban Design and Visual Resources

A. INTRODUCTION

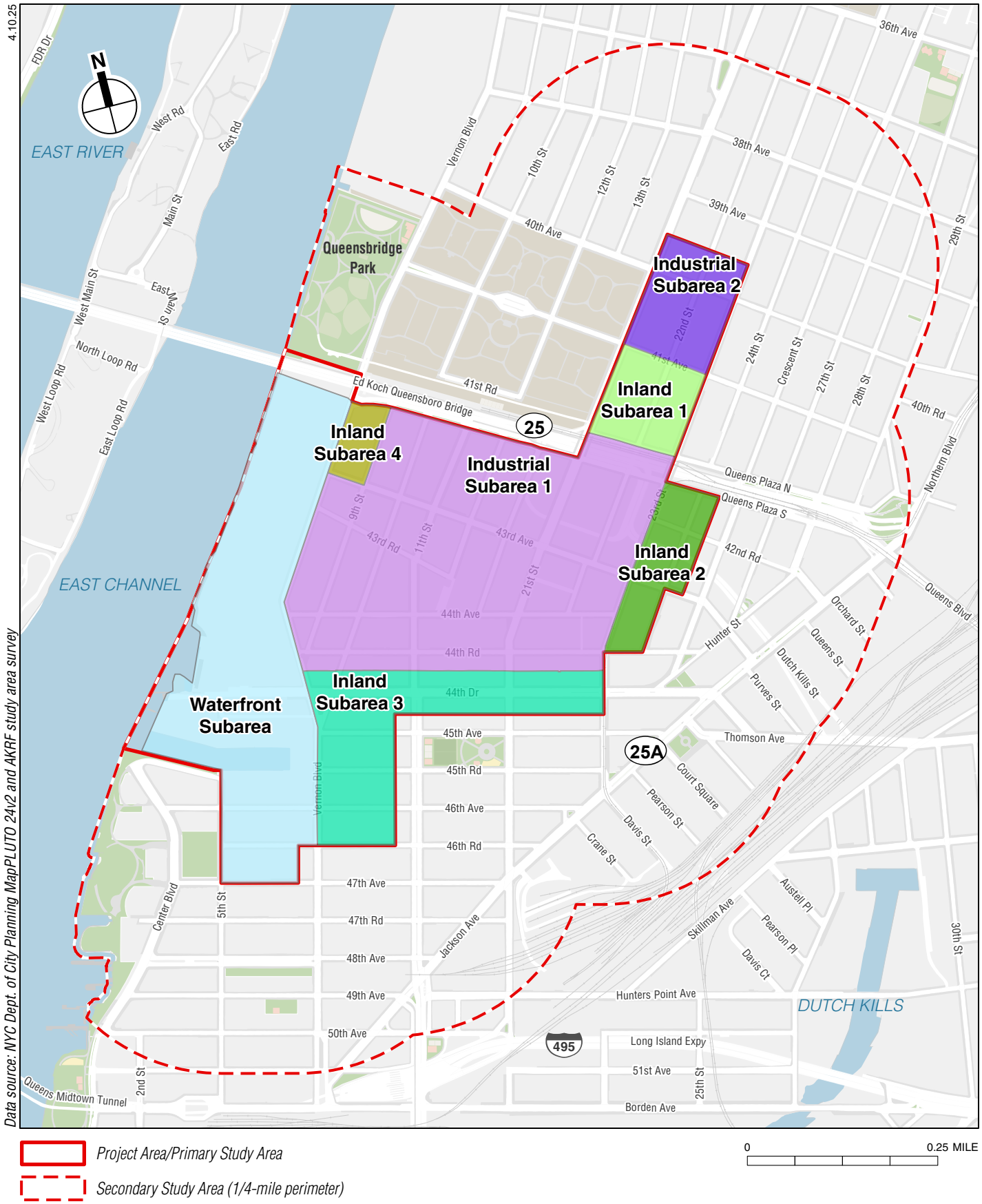
This chapter considers the potential of the Proposed Actions to affect urban design and visual resources. As defined in the *City Environmental Quality Review* (*CEQR) Technical Manual*, urban design is the totality of elements that shape and affect a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open space, natural resources, and wind.

The urban design and visual resources analysis considers a primary study area consistent with the Project Area and a secondary study area that extends approximately ¼ mile from the Project Area (**see Figures 8-1 and 8-2**). The study areas cover the area where the Proposed Actions would be most likely to influence land use patterns and the built environment. This analysis addresses the urban design and visual resources of the primary study area and secondary study area for the existing condition, the future without the Proposed Actions (the No Action condition), and the future with the Proposed Actions (the With Action condition) in the 2035 Build Year.

Guidance from the *CEQR Technical Manual* states that a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or anticipated in the No Action condition.

This analysis considers the Proposed Actions, which involve zoning map amendments, zoning text amendments, City map amendments, and the disposition of City-owned property. These changes would allow the development of new, larger and taller mixed-use buildings including residential, retail, office, life science, community facility, and manufacturing space. Therefore, the Proposed Actions would meet the threshold for a preliminary assessment of urban design and visual resources as they would result in physical alterations beyond those allowed by existing zoning.

According to the *CEQR Technical Manual*, if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses are also generally appropriate for: area-wide zoning changes that include an increase in permitted floor area or changes in height and setback requirements; general large-scale developments; or projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource's historic significance.



Urban Design and Visual Resources Study Areas



Urban Design and Visual Resources Aerial Map

Conditions that merit consideration for further analysis of visual resources include: when a project partially or totally blocks a view corridor or a natural or built visual resource and that resource is rare in the area or considered a defining feature of the neighborhood; or when a project changes urban design features so that the context of a natural or built visual resource is altered (i.e., if the project alters the street grid so that the approach to the resource changes; if the project changes the scale of surrounding buildings so that the context changes; or if the project removes lawns or other open areas that serve as a setting for the resource).

The Proposed Actions would facilitate redevelopment in an approximately 54-block area with buildings that could be taller than existing structures, contain active ground-floor uses at certain locations, and allow for the conversion or adaptive reuse of existing buildings and redevelopment of vacant lots with new buildings. The development anticipated under the Reasonable Worst-Case Development Scenario (RWCDS) is expected to contain a mix of uses including housing, office, retail, community facility (including an intermediate school), and manufacturing space. The Proposed Actions would also potentially result in up to 6 acres of new waterfront open space.

The Proposed Actions are intended to make noticeable alterations to the Project Area and the streetscape of the surrounding area by introducing new buildings that are larger in scale than buildings allowed under existing zoning. New buildings on vacant or underdeveloped lots would be positioned closer to the street line, thereby altering the street wall and increasing street level activity as compared with the No Action condition. The Proposed Actions would also facilitate the creation of new waterfront open space and reconnect the street network west of Vernon Boulevard. Therefore, the Proposed Actions meet the threshold for a detailed assessment of urban design and visual resources.

B. PRINCIPAL CONCLUSIONS

The Proposed Actions would not result in significant adverse impacts to urban design and visual resources. The Proposed Actions would facilitate new mixed-use developments at high densities, in areas where no residential uses are currently permitted, to promote the redevelopment of underutilized properties, increase the supply of housing, including needed affordable housing, and facilitate the creation of connected waterfront open spaces along the East River and Anable Basin. A mix of new commercial and light manufacturing uses would be allowed in new manufacturing districts to promote business growth and provide employment opportunities. The projected developments would have base heights and building heights that respond to existing neighborhood contexts and account for existing street widths. The bulk regulations would facilitate built forms that are complementary to the prevailing context but that also accommodate the new uses at higher densities. To enhance walkability and the pedestrian experience, the Proposed Actions would apply streetscape requirements along key commercial corridors, including street tree requirements, curb cut limitations, transparency and/or blank wall mitigation on the ground floor, regulations for screened parking, and ground-floor use requirements that can help bring new services and amenities to the neighborhood.

The projected buildings developed throughout the primary study area would be taller than existing buildings, as well as the few as-of-right developments that are illustrated in the No Action condition, but they would be compatible with existing uses and complementary

to the prevailing context. The proposed height and setback requirements would create consistent street walls and buildings massed with towers set back above mid- to high-rise bases. In addition, the projected mixed-use buildings in the Waterfront Subarea would step up in height from the Queens West development south of Anable Basin, the projected buildings in Inland Subarea 3 would provide transitional medium-scale buildings between the upland neighborhoods and the new large-scale buildings constructed around Anable Basin, and the projected tall mixed-use buildings in Inland Subarea 2 and Industrial Subarea 2 would be in keeping with the height and form of existing buildings in Inland Subarea 2 and Downtown Long Island City, located immediately to the east of the primary study area. The projected buildings would enhance the pedestrian experience by bringing new neighborhood-serving uses to the ground floor of new buildings. They would replace land that is either vacant, used for parking and storage areas (enclosed by chain-link fencing), or one- and two-story industrial and commercial buildings that lack urban design elements that make for a pedestrian friendly neighborhood.

The proposed modifications to the Northern Hunters Point Waterfront Access Plan (WAP) would facilitate the creation of a shore public walkway that would run from Gantry Plaza State Park around the southern, eastern, and northern edges of Anable Basin and then north along the East River shoreline, connecting with the existing 44th Drive pier, to the northern end of the Waterfront Subarea and Queensbridge Park. The WAP framework would also include three upland connections to the shore public walkway around Anable Basin and four upland connections west from Vernon Boulevard to the East River shoreline. The modified WAP would expand the neighborhood's public space amenities with the development of waterfront open space along approximately one mile of shoreline. The new regulations aim to facilitate vibrant public spaces, improve coastal resiliency and local ecology, and address the unique character of Anable Basin. A waterfront open space bonus would create even more public space that could facilitate diverse programming that brings new active open space amenities to this stretch of waterfront. The proposed changes to the City Map would further enhance access to the waterfront by creating a connected network of sidewalks, streets, and bike lanes.

Under the Proposed Actions, views along streets through the primary study area would include a mix of new buildings aside existing industrial, commercial, and residential buildings. While views of the Midtown Manhattan skyline would be blocked or partially obscured from some locations within the study area, some of those views would be blocked in the No Action condition. The extent that views would be obscured is dependent on exact location. Within the Waterfront Subarea, the Proposed Actions would improve physical access to the waterfront and maintain visual access along key locations. The proposed east-west upland connections along with the proposed mapped street would maintain view corridors from Vernon Boulevard to the East River and Anable Basin, with views of the Midtown Manhattan skyline in the distance. The proposed upland connections to the shore public walkway around Anable Basin would provide new views to Anable Basin, which is currently only visible from within the primary study area at the north end of 5th Street and Gantry Plaza State Park. The Proposed Actions would ensure that minimum standards and widths are met for the shore public walkway, which would provide waterfront access along the entire East River and Anable Basin shoreline within the primary study area. The proposed shore public walkway would provide new vantage

points for viewing the East River and vistas that include Roosevelt Island, the Manhattan Skyline, and Queensboro Bridge.

In the With Action condition, projected buildings within the primary study area would be visible from Roosevelt Island, Manhattan, North Brooklyn, and surrounding areas within Queens.

C. METHODOLOGY

In accordance with the *CEQR Technical Manual*, this detailed analysis considers the effects of the Proposed Project on the experience of a pedestrian in the study area. The assessment focuses on those elements that have the potential to alter the built environment, or urban design, of the study area, which is collectively formed by the following components:

- *Streets*. For many neighborhoods, streets or rights of way are the primary component of public space. The dimensions, arrangement, and orientation of streets create the blocks on which buildings and open spaces are organized, set street views, and define the experience and flow of activity in an area. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, (including plantings, streetlights, fire hydrants, curb cuts, or any other furniture are critical in creating a successful streetscape.
- *Buildings*. Buildings and streets together form the backdrop for public space and activity. A building's street wall forms the most common backdrop in the city for public space. A building's size, shape, orientation, height, setbacks, lot coverage, placement and use 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. Furthermore, building façades, accessible spaces, or rooftops, also make up the public realms that enrich the visual and experiential character of an area.
- *Visual Resources*. A visual resource is the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, and natural resources.
- *Open Space*. For the purposes of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots, playgrounds, community gardens, plazas, and privately owned public spaces.
- *Natural Features*. Natural features include vegetation (i.e., trees, shrubs, grasses, etc.), geologic, topographic, and aquatic features. Rock outcroppings, steep 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 "down-washed" wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety. "Down-washed" wind refers to~~is~~ wind that is propelled downward by an intervening structure, such as a high-rise building, that causes high wind speeds at the street level.

The analysis addresses the urban design and visual resources of a primary study area and a ¼-mile secondary study area. The primary study area subareas reflect the proposed changes along select corridors and geographies within the rezoning area as shown on Figure 1-3 and are as follows:

WATERFRONT SUBAREA

The Waterfront Subarea extends approximately 0.5 miles along the East River between 47th Avenue and Queens Plaza South. Vernon Boulevard borders the subarea on the east, and 44th Drive, 45th Avenue, 46th Avenue, and 46th Road, are the only east-west streets that run through the subarea. Located in the southern portion of the subarea, Anable Basin is an approximately ¼-mile-long and 150-foot-wide inlet off the East River.

INDUSTRIAL SUBAREA 1

Industrial Subarea 1 is located east of the Waterfront Subarea and is bounded by Vernon Boulevard to the west, Queens Plaza South to the north, 23rd Street to the east, and the midblock between 44th Road and 44th Drive to the south. It is located within the Long Island City Industrial Business Zone. It comprises all or parts of 28 blocks. The elevated No. 7 subway runs above 23rd Street along the east side of the subarea.

INDUSTRIAL SUBAREA 2

Industrial Subarea 2 is located east of the Queensbridge Houses and is bounded by 21st Street to the west, 41st Avenue to the South, 23rd Street to the east, and the midblock between 39th and 40th Avenues to the north. It is also located within the Long Island City Industrial Business Zone and comprises two full blocks and portions of two blocks.

INLAND SUBAREA 1

Inland Subarea 1 is east of the Queensbridge Houses and south of Industrial Subarea 2. It is bounded by 21st Street to the west, Queens Plaza North to the south, 23rd Street to the east, and 41st Avenue to the north. It comprises two blocks.

INLAND SUBAREA 2

Located east of Industrial Subarea 1, Inland Subarea 2 is bounded by 23rd Street to the west, 44th Road to the south, 24th Street and midblock between 24th and Crescent Streets to the east, and Queens Plaza South to the north. It comprises all or parts of five blocks. The elevated No. 7 subway runs above 23rd Street along the west side of the subarea.

INLAND SUBAREA 3

Inland Subarea 3 is located south of Industrial Subarea 1 and south and east of the Waterfront Subarea. The subarea is bounded by Vernon Boulevard and 5th Street to the west, 47th Avenue and 46th road to the south, 11th and 23rd Streets to the east, and the midblock between 44th Drive and 44th Road to the north.

INLAND SUBAREA 4

Inland Subarea 4 is positioned between the Waterfront Subarea and Industrial Subarea 1 and constitutes a single block bounded by Vernon Boulevard, Queens Plaza South, 9th Street and 43rd Avenue.

In the following assessment, the subareas are not described in the order presented above, but are instead described geographically, i.e., starting at the waterfront, then describing adjacent subareas, and concluding with the subareas north of Queens Plaza.

D. EXISTING CONDITIONS

PRIMARY STUDY AREA

The Proposed Actions would affect the Project Area, which is herein referred to as the primary study area for analysis purposes. The primary study area is a 54-block area focused on Long Island City's East River waterfront and manufacturing areas. Located directly west of Long Island City's central business district, it is generally bounded by Queens Plaza South and the midblock between 39th and 40th Avenues between 21st and 23rd Streets to the north; the East River, Anable Basin, and 5th Street to the west; 46th and 47th Avenues, 46th Road, and the midblock between 44th Drive and 45th Avenue to the south; and 11th, 23rd, and 24th Streets and the midblock between 24th and Crescent Streets to the east. The primary study area contains 52 projected development sites, which are expected to be redeveloped as a result of the Proposed Actions. The primary study area also includes 15 potential development sites that are considered less likely to be developed by the project Build Year. See Figure 1-11 for a map of the development sites.

The primary study area is developed with a grid plan set on a northeast-southwest axis that further shifts that alignment to the east, north of 44th Road. The shift in the grid creates some irregularly shaped and sized blocks. The primary north-south streets in the primary study area are Vernon Boulevard, 11th Street, 21st Street, and 23rd Street, and the primary east-west streets are 44th Drive, 43rd Avenue, Queens Plaza South, and Queens Plaza North. The Queensboro Bridge is located on the north side of the Waterfront Subarea, Industrial Subarea 1, and Inland Subarea 4. Elevated entrance and exit bridge ramps run through the northeast portion of Industrial Subarea 1 and through Inland Subarea 2. The elevated No. 7 subway runs above 23rd Street between Industrial Subarea 1 and Inland Subarea 2. The urban design and visual resources of the primary study area are described in detail below by subarea.

See **Figure 8-3** for a photo key and **Figures 8-4 through 8-42** for photographs of the primary study area.

WATERFRONT SUBAREA

Urban Design

Streets

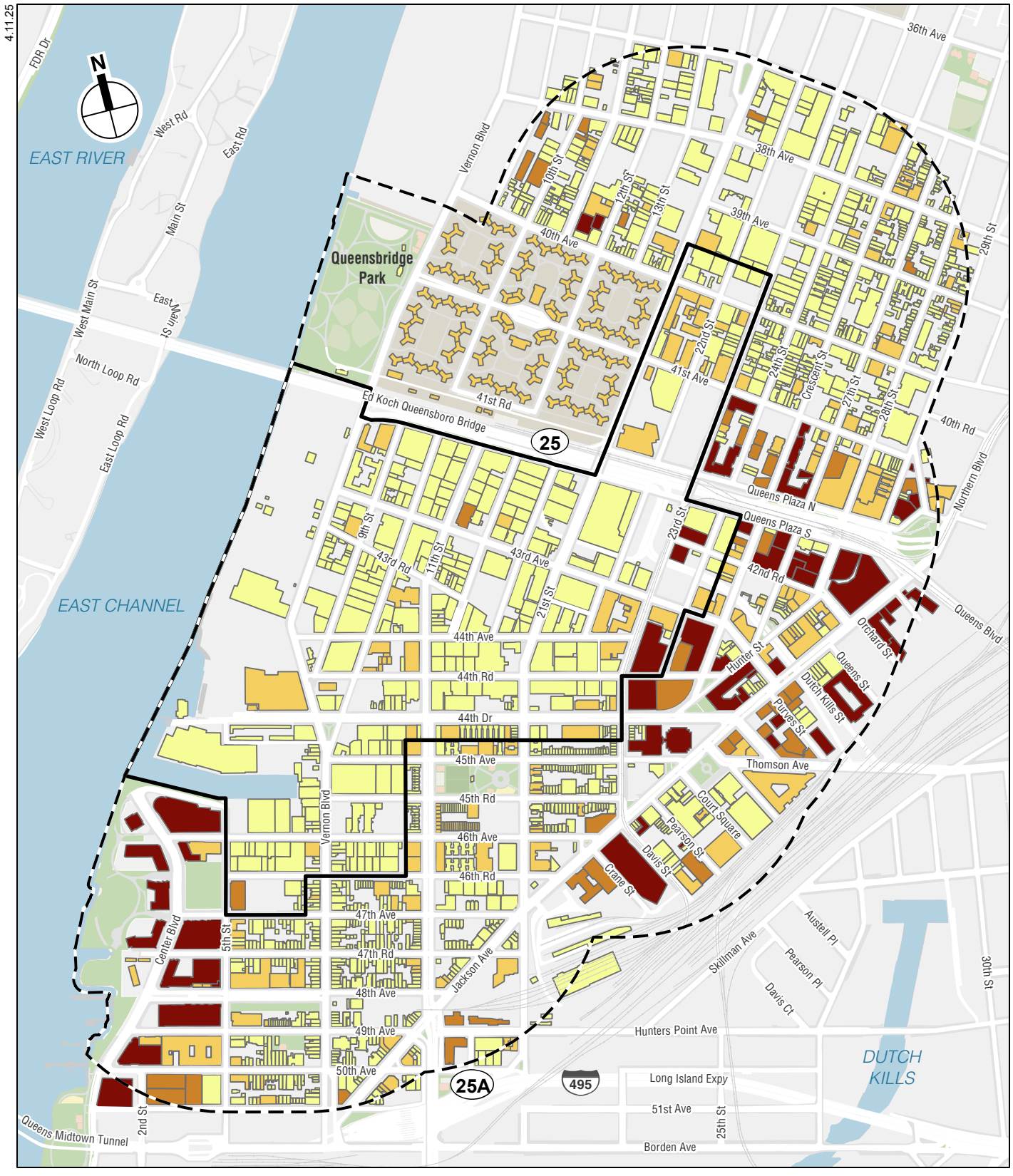
The Waterfront Subarea lies outside of the street grid that characterizes the rest of the primary study area. Vernon Boulevard borders the subarea on the east, the Queensboro Bridge borders the subarea on the north, and 46th Avenue borders the subarea on the



Photograph Locations

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 8-3



Existing Building Heights

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 8-4



View southwest on Vernon Boulevard from Queens Plaza South **1**

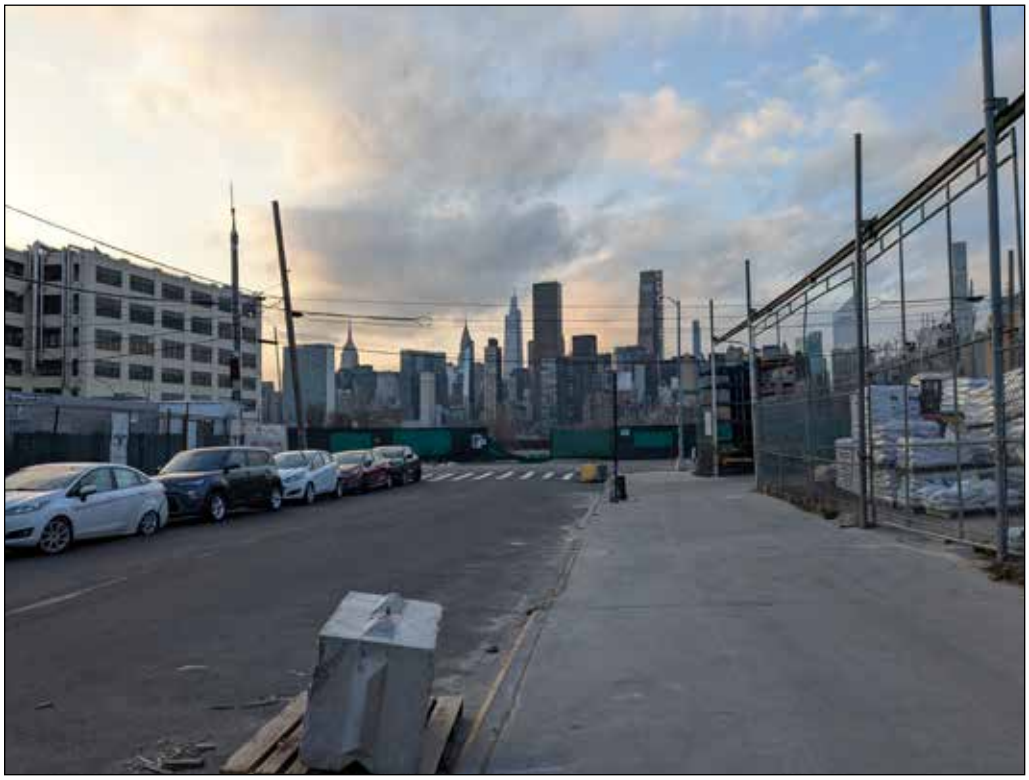


View southwest at Vernon Boulevard and 43rd Avenue **2**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea



View northwest at Vernon Boulevard and 44th Avenue **3**



View west on 44th Avenue from 9th Street **4**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea



View northwest at Vernon Boulevard and 44th Drive **5**

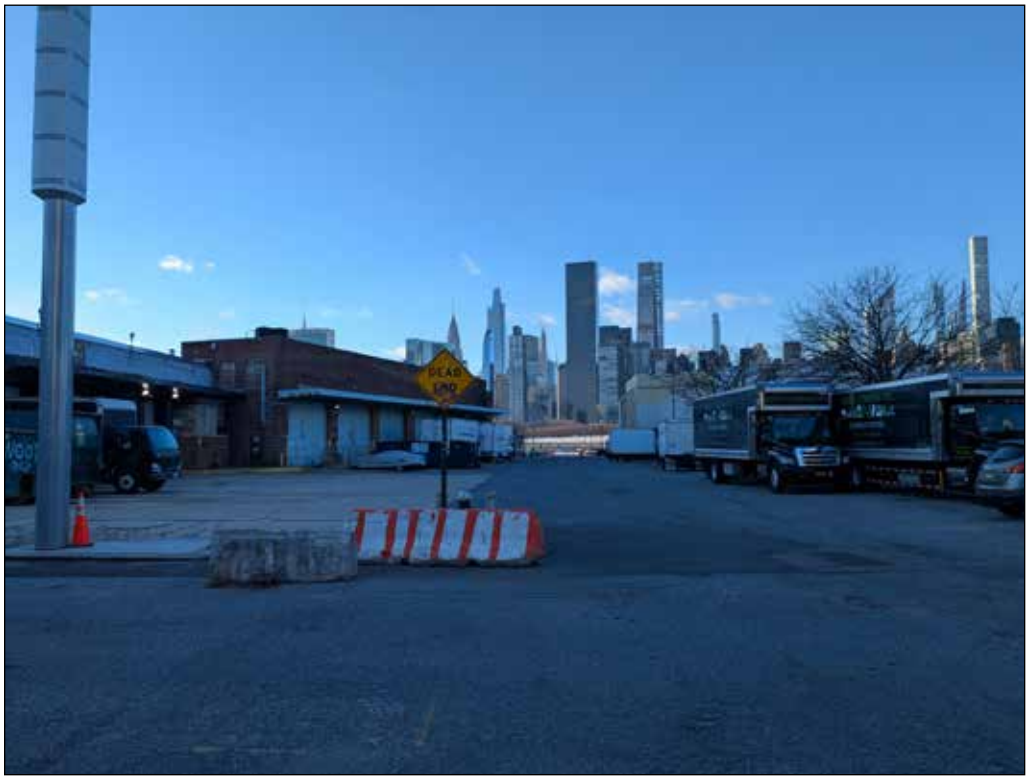


View southwest at 10th Street and 44th Drive with Gordon Triangle in the foreground **6**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea



View southwest at Vernon Boulevard and 44th Drive **7**



View west on 44th Drive at 5th Street **8**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea

Figure 8-8

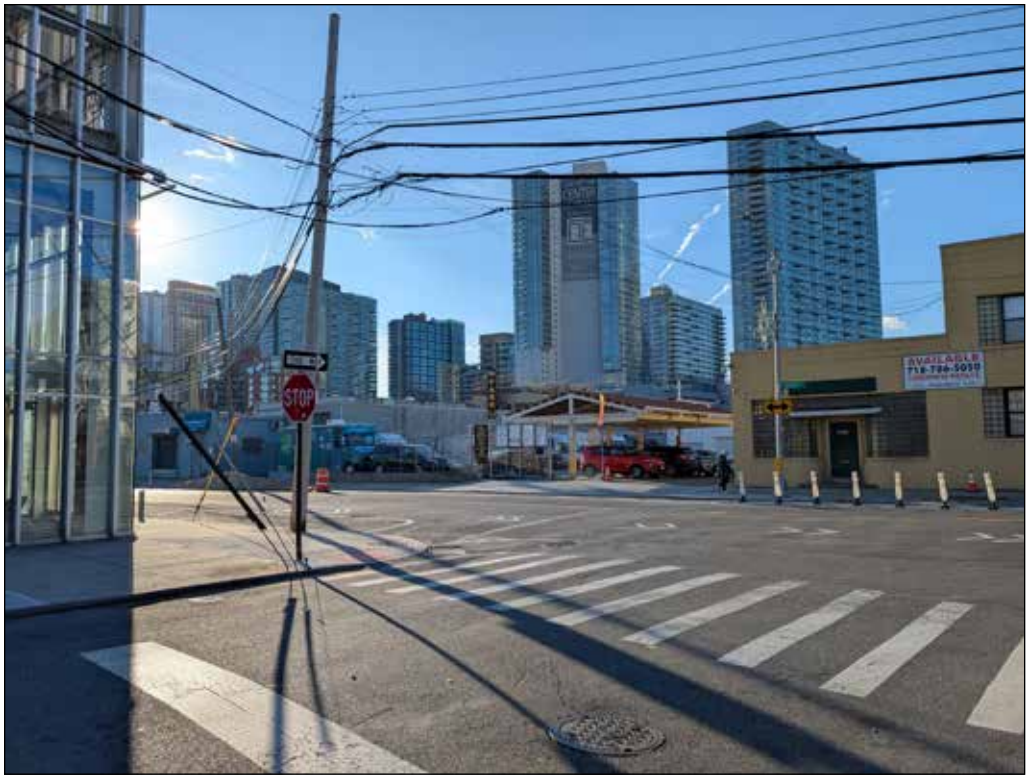


View west on 45th Avenue to 5th Street **9**



View northwest at Vernon Boulevard and 45th Avenue **10**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea



View southwest at Vernon Boulevard and 45th Avenue **11**



View northwest at Vernon Boulevard and 45th Road **12**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea

Figure 8-10



View northwest at Vernon Boulevard and 46th Avenue **13**



View northwest on 46th Avenue between Vernon Boulevard and 5th Street **14**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea



View northeast on 46th Avenue between Vernon Boulevard and 5th Street **15**



View northeast at 5th Street and 46th Avenue **16**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea



View southwest at Vernon Boulevard and 46th Avenue **17**



View northwest at Vernon Boulevard and 46th Road **18**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea

Figure 8-13



View southeast on 46th Avenue between Vernon Boulevard and 5th Street **19**



View northeast on 46th Road between 5th Street and Vernon Boulevard **20**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea



View northeast at 5th Street and 46th Road **21**



View southeast at 5th Street and 46th Road **22**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea

Figure 8-15



View southwest on 46th Road between Vernon Boulevard and 5th Street **23**



View northwest on 47th Avenue between Vernon Boulevard and 5th Street **24**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea

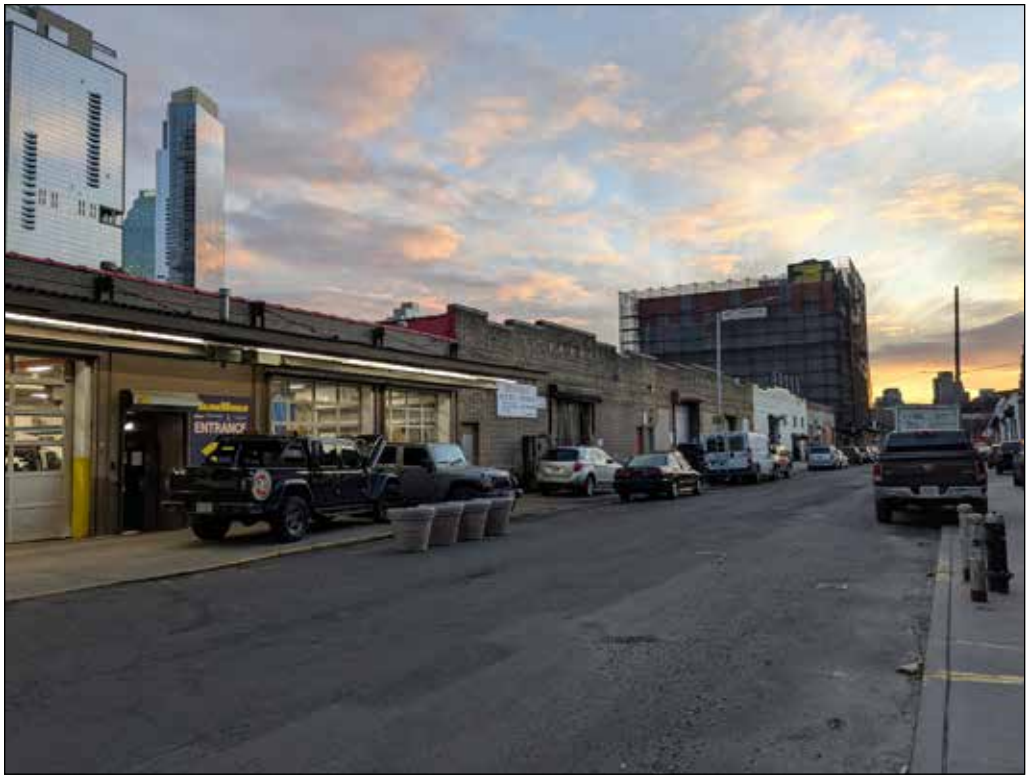
Figure 8-16



44th Drive pier **25**

Urban Design and Visual Resources
Primary Study Area – Waterfront Subarea

Figure 8-17



View southeast on 12th Street from Queens Plaza South **26**



View northeast on 9th Street between 43rd Road and 44th Avenue **27**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1

Figure 8-18



View southeast at 10th Street and 43rd Avenue **28**



43-46 to 43-56 10th Street, view north **29**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1

Figure 8-19



View southeast at 9th Street and 43rd Avenue **30**



View southwest at 21st Street and Queens Plaza South **31**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1

Figure 8-20



View southwest at 13th Street and 43rd Avenue **32**



View southeast at 21st Street and Queens Plaza South **33**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1

Figure 8-21



View northwest on 22nd Street between Queens Plaza South and 43rd Avenue **34**



View southeast on 22nd Street from Queens Plaza South **35**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1



View northwest at 44th Avenue and 22nd Street **36**



View northeast at 44th Avenue and 22nd Street **37**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1

Figure 8-23



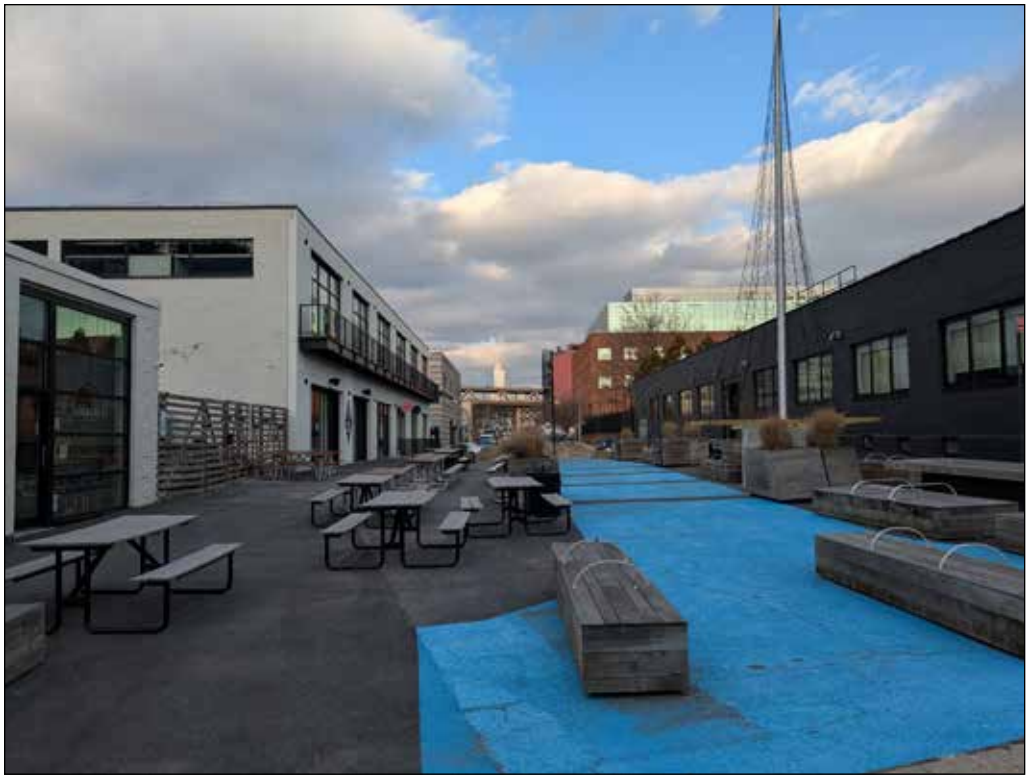
View northwest at 23rd Street and 44th Avenue **38**



View northwest at 11th Street and 44th Road **39**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1

Figure 8-24



View north on pedestrianized section of 12th Street from 44th Avenue **40**



View southeast at Vernon Boulevard and 44th Road **41**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1

Figure 8-25



View northeast at 11th Street and 43rd Avenue **42**



View east on Queens Plaza North from 21st Street **43**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 1

Figure 8-26



View southeast at 21st Street and 44th Drive **44**



View northwest on 44th Drive from 23rd Street **45**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 3



View southwest at 21st Street and 44th Drive **46**



View northwest at 21st Street and 44th Drive **47**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 3

Figure 8-28



View northeast at 10th Street and 44th Drive **48**



View northwest at 10th Street and 44th Drive **49**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 3

Figure 8-29



View southeast at 45th Avenue and Vernon Boulevard **50**



View southeast at Vernon Boulevard and 46th Avenue **51**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 3

Figure 8-30



View west on 45th Avenue between 11th Street and Vernon Boulevard **52**



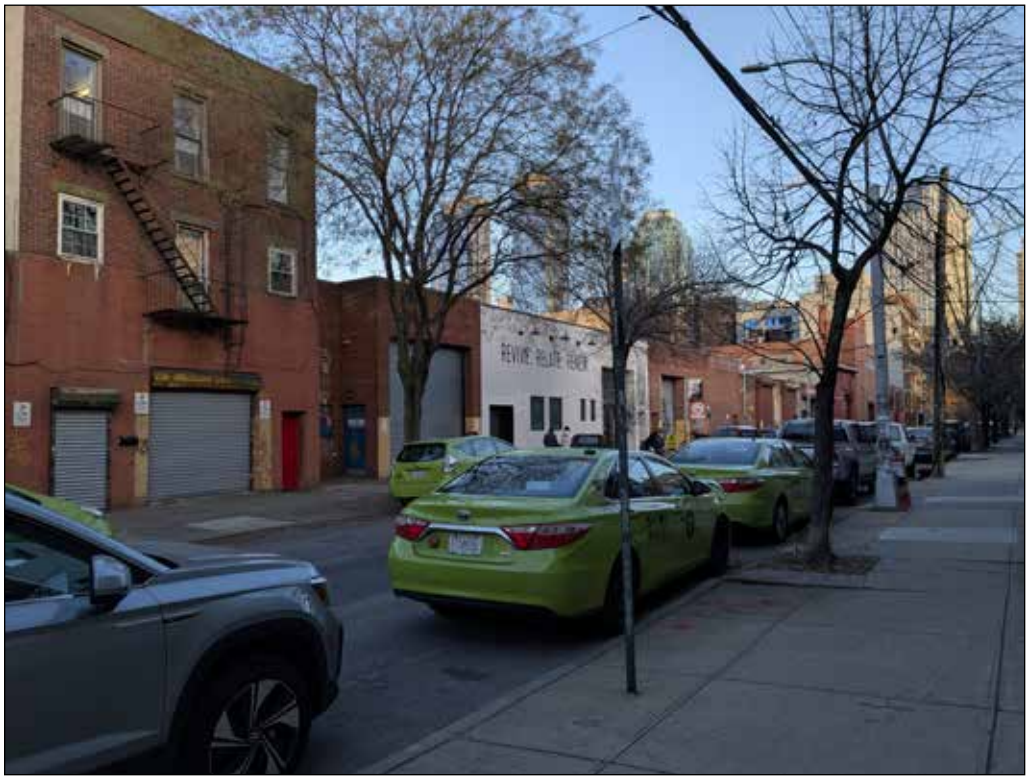
View northeast on 46th Avenue between Vernon Boulevard and 11th Street **53**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 3

Figure 8-31



View southwest on 46th Avenue between 11th Street and Vernon Boulevard **54**



View northeast on 46th Road between Vernon Boulevard and 11th Street **55**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 3

Figure 8-32



View northwest between 11th Street and Vernon Boulevard **56**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 3

Figure 8-33



View northwest at 24th Street and 42nd Road **57**



View north on 24th Street to 42nd Road **58**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 2



View south on 24th Street to 43rd Avenue **59**

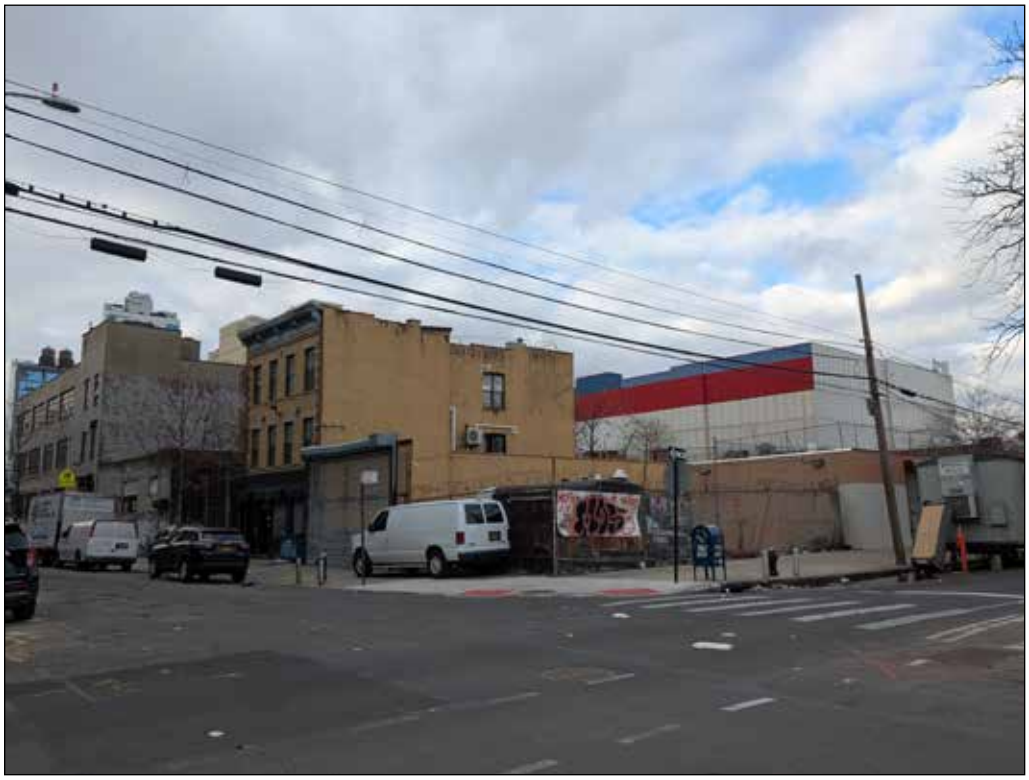


View northeast at 24th Street and 43rd Avenue **60**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 2



View east on 40th Avenue at 21st Street **61**



View northwest at 22nd Street and 40th Avenue **62**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 2

Figure 8-36



View east on 40th Avenue at 21st Street **63**



View southeast on 21st Street from 40th Avenue **64**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 2

Figure 8-37



View southeast on 22nd Street from 40th Avenue **65**



View northwest at 23rd Street and 41st Avenue **66**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 2

Figure 8-38



View northeast at 41st Avenue and 22nd Street **67**

Urban Design and Visual Resources
Primary Study Area – Industrial Subarea 2

Figure 8-39



View southeast at 21st Street and 41st Avenue **68**



View east at 21st Street and Queens Plaza N **69**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 1

Figure 8-40



View northwest at 22nd Street and Queens Plaza North **70**



View southwest at 41st Avenue and 22nd Street **71**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 1

Figure 8-41



View southeast at 41st Avenue and 22nd Street **72**

Urban Design and Visual Resources
Primary Study Area – Inland Subarea 1

Figure 8-42

south. Only 44th Drive and 45th Avenue extend west past Vernon Boulevard into the subarea.

Vernon Boulevard is a 75-foot-wide street that carries two-way traffic in two lanes with curbside parking and a shared bike lane on the northbound side. Two protected bike lanes are located on the southbound side. Concrete jersey barriers and plastic bollards separate portions of the protected bike lanes from the south-bound vehicular lane. Sidewalks along Vernon Boulevard are navigable south of 46th Avenue, but towards the north there are pedestrian challenges due to pinch points, portions lacking curbs, and illegal parking on the sidewalk.

Within the Waterfront Subarea, 44th Drive is a wide street that narrows west of 5th Street before reaching the East River and the 44th Drive pier. It is lined by perpendicular and parallel parking. Sidewalks do not extend to the westernmost end of the street, which is used for parking and surface-grade loading areas for adjacent industrial and utility buildings. 45th Avenue is a 30-foot-wide eastbound street that does not extend all the way to the East River from Vernon Boulevard. It has one lane of traffic and curbside parking on the south side of the street. The paving is in poor condition, and there is only a partial sidewalk along the south side of the street that is not functional. A short, approximately 148-foot-long segment of 5th Street connects 45th Avenue to 44th Drive. This segment of 5th Street does not have functional pedestrian infrastructure. 46th Avenue, 46th Road, and 47th Avenue are 30-foot-wide one-way streets with one travel lane, two lanes of curbside parking, loading entrances, and sidewalks that mostly lack street trees. A large vacant lot fronts on the south side of 46th Road and the north side of 47th Avenue.

Queens Plaza South, which runs east-west along the northern edge of the primary study area (and between Industrial Subarea 1 and Inland Subarea 1) does not extend west of Vernon Boulevard. The Queensboro Bridge, which has a stone-façade pier at the northeast corner of Vernon Boulevard and Queens Plaza South, borders the subarea to the north where it spans across the East River to Manhattan (passing over Roosevelt Island).

Street furniture typically includes cobra head streetlights, traffic signals, fire hydrants, parking regulation signs, metal bollards, Link5G towers[1], Citi Bike stations on 46th Avenue and on Vernon Boulevard at 44th Road, circular bike racks on 46th Avenue, metal garbage cans, parking ticket machines and metal bus shelters on Vernon Boulevard, and large concrete blocks and jersey barriers along 44th Drive and the short segment of 5th Street. Wood utility poles carry overhead transmission lines along Vernon Boulevard; these poles are located on the west side of the street south of 45th Road and on the east side of the street north of 45th Road. There are street trees on 46th Street and on sections of Vernon Boulevard. Alongside the Waterfront Subarea, street trees on Vernon Boulevard are primarily located north of 44th Avenue and on the west side of the street.

[1] Link 5G towers are 32-foot towers designed to provide high-speed Wi-Fi and 5G service to New Yorkers. The Link5G program is a public-private partnership between the New York City Office of Technology and Innovation and CityBridge.

Buildings

The buildings in the Waterfront Subarea are primarily low-rise industrial and utility buildings (see **Figure 8-4**). The northernmost end of the subarea contains a vacant historic building surrounded by vacant land and a decommissioned peaker plant. The former New York Architectural Terra Cotta Works Building is a two-story building located on Vernon Boulevard just south of the Queensboro Bridge (see view 1 of **Figure 8-5**). It is clad in brick and terra cotta with a rounded bay facing Vernon Boulevard and Dutch gabled roofs at the north and south ends (see Chapter 7, "Historic and Cultural Resources"). Chain-link fencing encloses the building and site along Vernon Boulevard.

A decommissioned peaking power plant occupies the area south of the New York Architectural Terra Cotta Works Building and 43rd Avenue. It is developed with tall stacks and associated low-rise utility structures set back from Vernon Boulevard within a paved parking area (see view 1 of **Figure 8-5**). Further south is 43rd Avenue, which includes a salt pile used for ice melt in winter months. A chain-link fence covered with fabric netting and razor wire encloses 43rd Avenue. Between 43rd Avenue and just north of 44th Avenue is a Con Edison site. It consists of an outdoor training area along its northern side, large, paved parking lot that contains some small, freestanding one-story concrete buildings and a three-story building constructed out to the sidewalk with a smaller one-story wing that is set back approximately 70 feet from Vernon Boulevard (see view 2 of **Figure 8-5** and view 3 of **Figure 8-6**). Located just north of 44th Avenue, the three-story Con Edison Training and Learning Center is clad in brick and stone and articulated with stone-framed window openings with deeply set windows, and it extends west almost to the East River shoreline. The one-story wing has a barrel vault roof, and it is set back behind a lawn and paved court that are enclosed by a tall, decorative metal and brick fence on Vernon Boulevard. A similar fence with metal railings between tall brick columns encloses the adjacent parking lot, which is accessed from Vernon Boulevard on the north side of the Con Edison Learning Center. A brick and concrete guard booth with a large street-facing window is located at the parking lot entrance between separate entrance and exit curb cuts. The Con Edison Learning Center is used as a training facility and education center for Con Edison staff. At 43rd Street, there is one-story concrete building constructed to the lot line; it is mostly featureless with three barred windows on the southern half of the façade. A gated entrance to the parking lot is located on the north side of the building.

A large vacant parcel occupies the area between the Con Edison Learning Center and a New York City Department of Education (DOE) building (also known as the DOE Building). A chain-link fence covered with fabric netting and plywood construction fencing enclose the vacant parcel, and at approximately 44th Avenue, there is a gate entrance and curb cut on Vernon Boulevard (see view 4 of **Figure 8-6**).

As noted above, 44th Drive runs west from Vernon Boulevard through the subarea to the East River and a publicly accessible pier. The north side of the street contains the DOE Building, a parking lot, and a vacant restaurant. The large DOE Building is located at the eastern end of the block with frontages on Vernon Boulevard, 44th Drive, and its northerly lot line. It is a six-story (approximately 94-foot-tall) concrete loft building with a footprint of over 95,000 square feet (see view 5 of **Figure 8-7**). The building rises without setbacks, and it is articulated with piers and large factory-style window openings. Each façade has long rows of loading bays at street grade. The north-facing façade that overlooks the vacant parcel is also fully articulated with windows. The southwest corner of the building

is set back behind a one-story brick building with windows covered by metal grills, which is a maintenance building for the Metropolitan Transportation Authority (MTA). The vacant restaurant at the western end of the block is a two-story stucco clad building that projects over the East River and has outdoor space on its western side. A parking lot is located between the two buildings, and it is enclosed with tall chain-link fencing. A small guard kiosk is located at a gated entrance next to the DOE building.

One the south side of the street, the small, rectangular block bounded by 44th Drive, 45th Avenue, 5th Street, and Vernon Boulevard contains three one- and two-story brick buildings at the east end of the block on Vernon Boulevard and a facility occupied by the New York City Department of Transportation (DOT) on the remainder of the block. The three buildings at the east end of the block contain a construction equipment supply company. The two-story building at the corner of 44th Drive and Vernon Building has an office storefront with long, horizontal windows (see view 6 of **Figure 8-8**). It is connected to a one-story building that fronts on Vernon Boulevard, 44th Drive, and 45th Avenues. The one-story building has two windows on Vernon Boulevard, but no entrance, and it contains a large loading entrance on 44th Drive. The two-story building to the west has a large loading entrance and three small windows on the second floor. The DOT facility consists of an interior parking lot ringed by one-story windowless brick buildings along 44th Drive and 45th Avenue capped by barbed wire (see view 7 of **Figure 8-8**). The parking lot is accessed from 44th Drive next to the buildings on the eastern end of the block and from 5th Street.

At the western end of 44th Avenue, the south side of the street contains a one-story brick building with a large footprint and paved, surface parking and loading areas. The existing approximately 139,000-square-foot building has large garage entrances and loading bays with metal canopies along the 44th Drive façade where there is a paved loading area (see view 8 of **Figure 8-8**). Along 45th Avenue east of the short segment of 5th Street, the building has a blank street wall with minimal openings and no architectural details (see view 9 of **Figure 8-9**). The building primarily contains warehouse and storage uses, and there is a seasonal outdoor café located at the western end of the building overlooking the East River. The café has an open-air bar and a patio with tables overlooking the East River. Chain-link fencing encloses the café along 44th Drive, and a wall blocks access to Anable Basin. On the building's southern, Anable Basin-facing façade, which is visible across Anable Basin from 5th Street and North Basin Road, many of the windows and loading bays have been infilled with masonry.

Along the west side of Vernon Boulevard between 44th Drive and 46th Avenue, the Waterfront Subarea is developed with one- to three-story industrial and residential buildings (see view 10 of **Figure 8-9**). These buildings block physical access to Anable Basin and views of the Manhattan skyline. As described above, three one- and two-story brick buildings containing a construction equipment supply store occupy the southwest corner of the intersection of 44th Drive and Vernon Boulevard. A three-story residential building with a vacant ground floor is located on the south side of 45th Avenue. It is faced in concrete and siding and has frontages on Vernon Boulevard and 45th Avenue. The ground floor is obscured by constructing fencing. Two raised single-door entries are located along 45th Avenue, and there is a small two-residential building located in the rear yard, set back from 45th Avenue within a paved area enclosed by a chain-link fence. Between the residential building and the brick warehouse at the western end of 44th Drive, there is a large, paved parking lot on 45th Avenue. Tall chain-link fences enclose

the parking area, which also fronts on Anable Basin and is used for tractor trailer and armored car parking.

Proceeding south on Vernon Boulevard, there is a two-story building clad in siding with an adult establishment bar on the ground floor and one apartment above and three buildings, a parking lot, and gasoline pumps under a shed used by a taxi service (see view 11 of **Figure 8-10**). The one-to-two story commercial building at the north end of the lot is clad in stucco with glass block windows and one pedestrian entrance along Vernon Boulevard. A one-story garage is located at the western edge of the lot; that stucco-clad building has four garage bays and is set back approximately 135 feet from the street behind a paved surface parking area and the gasoline pumps. Chain-link fencing partially encloses the parking area. A one-story warehouse at the southern end of the lot is clad in stucco with two vehicular entrances and one pedestrian entrance fronting onto Vernon Boulevard. The northernmost vehicular entrance is recessed from the street approximately 30 feet. A one-story brick manufacturing building is located to the south at approximately 45th Road, and it has large vehicular entrances at each corner (see view 12 of **Figure 8-10**). This building also fronts on Anable Basin, and the west façade is articulated with a strip window.

The west side of Vernon Boulevard between approximately 45th Road and 46th Avenue contains a construction site where a former four-story concrete loft building is being demolished, two three-story residential buildings, and one two-story residential building (see view 13 of **Figure 8-11**). The three-story residential building adjacent to the construction site has lost its original architectural details, is faced in siding, and does not have a ground-floor storefront like the other two residential buildings. The three-story residential building to the south has a projecting cornice and a ground-floor veterinarian and pet groomer and boarder. The residential building at the corner of Vernon Boulevard and 46th Avenue is a two-story brick building with a projecting cornice and a ground-floor bar, and it has a rear yard patio that is operated by the bar and enclosed along 46th Avenue by a tall brick wall with an arched entrance.

The portion of the Waterfront Subarea along the north side of 46th Avenue between Vernon Boulevard and 5th Street contains a small garage, a construction site, two industrial buildings, and a parking lot (see **Figure 8-12**). A one-story brick garage with two vehicular openings is located adjacent to the west of the patio in the rear of the two-story brick building on Vernon Boulevard. A construction site enclosed by plywood fencing is located to the west. A large parking lot enclosed by a tall decorative metal fence is located at the western end of 46th Avenue with frontage on 5th Street. An entrance to the parking lot is located on 46th Avenue and the northern end of 5th Street at Anable Basin. Two one-story industrial buildings with strip windows and loading entrances at street grade are located between the parking lot and the construction site. The western building has a loading platform with seven bays facing into the parking lot (see view 16 of **Figure 8-12**). On select weekends, the parking lot hosts seasonal events and there is a small, covered stage constructed from shipping containers. The parking lot provides seasonal access to Anable Basin for users of the Long Island City Community Boathouse's Anable Basin Launch. A tall metal pole with projecting signage is located at the entrance to the parking area on 46th Avenue.

The west side of Vernon Boulevard between 46th Avenue and 46th Road contains a six-story apartment building, a two-story apartment building, two three-story apartment

buildings, and a vacant lot enclosed by a chain-link fence. Located at the corner of Vernon Boulevard and 46th Avenue, the six-story apartment building is faced in brick and concrete (see view 17 of **Figure 8-13**). The Vernon Boulevard façade is built to the lot line and massed with a central concrete section and corner brick sections. The concrete section is set back above the first floor and mostly windowless. The corner sections have ground-floor storefronts and setbacks above the fifth floor. The brick north façade on 46th Avenue is mostly windowless, and there is a one-story rear extension that contains a glass-fronted building entrance and a vehicular entrance. The two- and three-story apartment buildings are faced in siding, and the three-story building on the corner of 46th Road contains a ground-floor restaurant (see view 18 of **Figure 8-13**). The narrow vacant lot is located on the north side of that corner building.

The block bounded by 46th Avenue, Vernon Boulevard, 46th Road, and 5th Streets, contains—in addition to the apartment buildings on Vernon Boulevard described above—manufacturing and commercial buildings that range in height from one to four stories (see **Figure 8-14** and view 21 of **Figure 8-15**). Generally, the buildings are constructed to the lot line, clad in brick, tile, or stucco, and have large loading entrances. A three-story building at the eastern end of 46th Avenue, adjacent to the six-story brick apartment building on Vernon Boulevard, has a tile façade with metal strip windows across each floor and a tall, glass and metal entrance bay. That building also fronts on 46th Road with a similar façade, and a mural is painted on the roll-down metal gate that secures the loading entrance. The adjacent building to the west on 46th Road has a section of façade composed of glass block, and it also has a mural on one of the roll-down metal gates that secures a loading entrance. Only one building, located at the corner of 46th Avenue and 5th Street, contains a semi-active ground floor (a brewery with a tap room that is open to the public). A mural is painted on the first floor of this building and the building to the south along 5th Street. A mural is also painted on the 5th Street façade of the building at the corner of 46th Road.

Much of the southernmost block in the subarea—which is bounded by 46th Road, Vernon Boulevard, 47th Avenue, and 5th Street—contains vacant land and parking areas enclosed by a mix of wood panel and chain-link fencing. A 12-story (approximately 164-foot-tall) apartment building is located at the western end of the block. It is massed with a five-story base and recessed corners on Vernon Boulevard (see view 22 of **Figure 8-15**). It is clad in brick, except at the corners, which consist of metal and glass window walls. The ground-floor façades are articulated with recessed glass sections between metal piers. On Vernon Boulevard, there are corner balconies on the third, fourth, and fifth floors. A ground-floor restaurant is located at the corner of 47th Avenue. The other buildings on the block include, on 46th Road, a two-story stucco-faced industrial building toward the eastern end of the block and, on 47th Avenue toward the eastern end of the block, two three-story siding-clad residential buildings on each side of a one-story brick building with a large loading entrance (see **Figure 8-16**).

For the most part, the pedestrian experience in the Waterfront Subarea is not pedestrian friendly, as most buildings contain industrial and manufacturing uses, and there are large vacant parcels and parking lots enclosed by fencing.

Natural Features and Open Space

The only natural features in the study area are the East River, street trees, and trees located within vacant lots and paved parking lots. The Waterfront Subarea contains

nearly one mile of shoreline along the east shore of the East River and Anable Basin, but the only public access to the river within the subarea is from a pier at the end of 44th Drive. As noted above, the café attached to the warehouse building at the western end of 44th Drive has an open-air bar and a patio with tables overlooking the East River, but it is enclosed by a chain-link fence and only available to paying customers. From within the subarea, views of the East River are limited to 44th Drive and from portions of Vernon Boulevard over the Con Edison facility and the vacant land at the northern end of the subarea.

Although it is not a natural feature, Anable Basin is located in the Waterfront Subarea. Also known as the Eleventh Street Basin, it is an artificial inlet built in 1868 for ship access to oil refineries and factories that were located on either side of it. Anable Basin is approximately 1,000 feet long and 140 feet wide, and the bulkhead is mostly timber with some metal sheeting at the east end. The Long Island City Community Boathouse has a seasonal kayak launch in Anable Basin, accessed from the parking area at 46th Avenue and 5th Street. From within the subarea, Anable Basin is only visible from 46th Avenue over the parking area and from the sidewalk along 5th Street.

The only open space in the subarea is the pier at the end of 44th Drive. It is a small 0.11-acre pier that contains benches, decorative lighting, and a metal railing on a concrete deck (see view 18 of **Figure 8-13**).

Visual Resources

There are two visual resources in the Waterfront Subarea—the New York Architectural Terra Cotta Works Building and the East River, including Anable Basin—although views of both are limited. The brick and terra cotta building is only visible in its immediate vicinity on Vernon Boulevard, but it is prominent in those views as it fronts on the street and is surrounded by vacant land. The 44th Drive pier provides expansive views of the East River, but from other locations within the subarea, the river is only partially visible from Vernon Boulevard over the Con Edison facility and over the vacant land at the northern end of the subarea and in views along 44th Drive. Views of the river and Manhattan skyline from Vernon Boulevard are through fences and on 44th Drive are narrow and often blocked by parked vehicles. Anable Basin is only visible from the sidewalk on 5th Street and from 46th Avenue over the parking lot at the western end of the street.

Views north and south along the west sidewalk of Vernon Boulevard are long but shift slightly near 44th Drive as Vernon Boulevard angles westward. Views north along Vernon Boulevard are of the mostly low-rise industrial buildings lining the street, and they include partial views of the Queensboro Bridge, including views of the towers, trusses, and elevated approach. Views near the northern end of the subarea include the full expanse of the bridge over the East River. Views west from Vernon Boulevard north of 45th Road include partial views of the buildings within the Cornell Tech Campus on Roosevelt Island and tall buildings and skyline icons in Manhattan, including 432 Park Avenue, One Vanderbilt, the Citigroup Building, the Chrysler Building, the United Nations Secretariat Building, and the Empire State Building. These views along the street are partially obscured in certain locations by the buildings and fencing on the west side of Vernon Boulevard. Views south along Vernon Boulevard include the tall church steeple of Saint Mary's Roman Catholic Church at 49th Avenue and the mix of industrial and mixed-use low-rise buildings that line the street. From north of 44th Drive, the DOE Building is prominent in views south on Vernon Boulevard. Views east from Vernon Boulevard are

of the low-rise industrial buildings in Industrial Subarea 1 with the tall residential and commercial buildings of Downtown Long Island City in the distance. Views west on 44th Drive include partial views of the East River, the white stone walls and trees located within Four Freedoms Park on Roosevelt Island, and partial views of the United Nations Secretariat Building and the Chrysler Building in Midtown Manhattan. Views west on 46th Avenue, 46th Road, and 47th Avenue, include tall buildings located in Queens West and longer, partial views of buildings in Midtown Manhattan, including the spire of the Chrysler Building and the United Nations Secretariat.

INDUSTRIAL SUBAREA 1

Urban Design

Streets

Queens Plaza South borders the subarea on the north, and it runs along the south side of the Queensboro Bridge. The elevated approach span of the bridge creates a physical and visual barrier between the subarea and Inland Subarea 1 and the portions of the secondary study area to the north. Metal piers with arched cross bracing support the approach span, and these piers are located in a wide strip of land beneath the bridge. An elevated exit ramp runs along the south side of the bridge east of 13th Street with metal piers located along the north edge of Queens Plaza South, usually in a sidewalk. That ramp turns southeast of 23rd Street where it splits north of 43rd Avenue with an elevated section continuing west to connect at grade with 21st Street and an elevated section continuing to the southeast. A passenger car entrance ramp to the bridge is located at Queens Plaza South and 11th Street, and it rises in grade becoming an elevated viaduct that runs south above 13th Street, turns east north of 43rd Avenue, and then turns north to connect to the bridge between 21st and 23rd Streets. That northbound ramp to the bridge runs alongside, and higher than, the exit ramp that splits above 43rd Avenue, and it also runs above a northbound entrance ramp to the bridge that runs alongside the southeast-bound elevated exit ramp. All of the elevated bridge ramps are supported on metal piers.

Between Vernon Boulevard and 12th Street, Queens Plaza South is a two-way street with two travel lanes in each direction and curbside parking lanes. Grassy medians planted with trees separate the east-bound and west-bound travel lanes. Between 12th and 13th Streets, Queens Plaza South only has one east-bound lane and one west-bound lane, and east of 21st Street, Queens Plaza South is a one-way east-bound street with one travel lane and two curbside parking lanes. A mix of paved parking areas, storage areas, including one for the NYC Parks GreenThumb Citywide Compound, and vacant land—all enclosed by chain-link fencing—are located on the north side of the street beneath the Queensboro Bridge and among the bridge's support piers. Sections of the street do not have sidewalks on the north side. A small portion of the subarea also includes a section of Queens Plaza North between 21st and 23rd Streets. Located on the north side of the Queensboro Bridge, that narrow section of the street has one west-bound travel lane. The Queensboro Bridge Greenway runs along the south side of the street; it contains two shared bike/pedestrian paths separated from the street by a raised median planted with trees and shrubs. Fenced parking and storage areas beneath the Queensboro Bridge border the south side of the Queensboro Bridge Greenway.

Vernon Boulevard borders Industrial Subarea 1 on the west. As described above, it is a 75-foot-wide street that carries two-way traffic in two lanes with curbside parking and a shared bike lane on the northbound side. Two protected bike lanes are located on the southbound side. Concrete jersey barriers and plastic bollards separate portions of the protected bike lanes from the south-bound vehicular lane. Sidewalks along Vernon Boulevard include pedestrian challenges due to pinch points, portions lacking curbs, and parking on the sidewalk. At 44th Road, the angled intersection of Vernon Boulevard and 9th Street creates a small, triangular block between 44th Road and 44th Avenue.

23rd Street borders the subarea on the east. It is a two-way street with a travel lane in each direction, a parking lane on each side of the street, shared bike lanes in each travel lane, and wide sidewalks. The elevated No. 7 subway runs above 23rd Street, and the metal piers of the supporting structure are located in the sidewalks.

The other two-way streets in Industrial Subarea 1 include 11th Street, 21st Street, and 43rd Avenue. The north- and south-bound 11th Street has one travel lane in each direction, shared bike lanes, curbside parking on both sides of the street, many curb cuts, and wide sidewalks, although the sidewalks tend to be obstructed by vehicles parked in front of low-rise industrial buildings that line much of the street. 21st Street is a wide two-way street with four travel lanes between Queens Plaza South and 43rd Avenue and two travel lanes between 43rd Avenue and 44th Road. 21st Street has curbside parking lanes on both sides of the street, periodic bus stops, and standard sidewalks. An exit ramp from the Queensboro Bridge connects with the east side of 21st Street between Queens Plaza South and 43rd Street, and an elevated bridge ramp spans the street in that location with metal supporting columns located in the sidewalks on both sides of 21st Street. 43rd Avenue is a two-way street with one east-bound travel lane, one west-bound travel lane, curbside parking, and wide sidewalks. The other streets in Industrial Subarea 1 are narrow, one-way streets with sidewalks of various widths that are often obstructed with parked vehicles. The west-bound 43rd Road does not extend through the subarea, only running between Vernon Boulevard and 12th Street, and 12th Street is closed to traffic between 43rd Road and 44th Avenue and designed as a pedestrian space with seating. 22nd Street only runs in two sections between Queens Plaza South and 44th Avenue, and the two sections of the street are out of alignment. Two small alleys partially used for parking are located in the subarea—an east-west alley that cuts through the block bounded by 21st and 22nd Streets and 43rd and 44th Avenues; and a narrow north-south alley at the eastern end of the block bounded by 21st and 23rd Streets, 44th Avenue, and 44th Road.

Street furniture typically includes cobra head streetlights, traffic signals, fire hydrants, stop signs and parking regulation signs, metal bollards, metal garbage cans, and police/fire call boxes. There are some fixed benches in the sidewalk in front of a hotel at the northeast corner of 11th~~st~~ Street and 43rd Avenue, and a large Citi Biki station at 11th Street in front of the hotel. A smaller Citi Bike station is located in the sidewalk at the southwest corner of 21st Street and 43rd Avenue. Wood utility poles carry overhead transmission lines along the west side of 11th Street and the south side of 43rd Avenue. There are street trees in the subarea, but they tend to occur in clusters with large portions of the subarea devoid of trees. Streets trees are found along 43rd Avenue and 21st Street, and notable clusters are located in front of the hotel at the northeast corner of 11th Street and 43rd Avenue, on the east side of 10th Street between 43rd Avenue and 43rd Street where the trees are planted in long grassy strips rather than the typical tree pits,

the west side 13th Street between 43rd Avenue and 44th Road, and along 9th Street between 43rd Road and Queens Plaza South.

Buildings

Industrial Subarea 1 is primarily developed with one- and two-story brick industrial buildings, warehouses, and garages (see **Figure 8-4**). Many of these buildings have large footprints and are built to the lot line. They tend to be non-descript and primarily characterized by large loading entrances (see **Figure 8-18**). Many are windowless or have just a few small windows. Some of the one-story industrial buildings have distinguishing features like gabled roofs or long strip windows. The three façades of the one-story L-shaped industrial building on the east side of 10th Street between 43rd Road and 43rd Avenue are mostly glazed, being composed of long strip windows above a brick base. Large loading entrances are located on each façade, interrupting the strip windows, and the primary entrance is at the northern end of 10th Street, which has a slightly projecting glazed-brick façade (see view 28 of **Figure 8-19**). Three one-story industrial buildings on 10th Street are notable for their ornament. Located on the west side of the street between 43rd Road and 44th Street, the three connected buildings are clad in variously sized panels of decorative brick with concrete framing. Ornament is also provided through tall slit windows with concrete framing and multiple mosaic panels of colorful geometric shapes, but like the other industrial buildings in the subarea, these visually distinctive buildings have multiple, large loading entrances (see view 29 of **Figure 8-19**). (The three buildings at 43-42, 43-50, and 43-56 10th Street are described more fully in Chapter 7, “Historic and Cultural Resources.”) Additional one-story industrial buildings with distinguishing features include the one-story freestanding industrial building at the northeast corner of 10th Street and 44th Road, which has a tall, brick stack, and the one-story building at the southwest corner of 11th Street and 43rd Road that has an angled façade set back from the street behind a paved parking area. The lower portion of the façade is mostly blank brick, but the upper portion is a strip window that wraps around the 10th Street and 44th Road façades. On the east side of 9th Street between 43rd Avenue and 43rd Road, there is a one-story lumber warehouse set far back from the street behind a paved parking and loading area, which is located below street grade at the north end, and a loading platform beneath a canopy runs along the west façade with a vehicular ramp in the middle of the façade (see view 30 of **Figure 8-20**).

A gas station is located at the southwest corner of 21st Street and Queens Plaza South; it consists of a small brick building set back from the streets at the southwest corner of the site behind paved parking and service areas (see view 31 of **Figure 8-20**). Located beneath a flat roof supported by~~on~~ two columns, the pumps are located on the 21st Street side of the site, which has entrances from that street and from Queens Plaza South. A free-standing sign advertising gas prices is located at the northeast corner of the site.

Industrial Subarea 1 also includes a number of four- to seven-story industrial and commercial buildings. A large 4-story (approximately 90-foot-tall) brick, glass, and concrete industrial building occupies the northern end of the block bounded by 43rd and 44th Avenues and 12th and 13th Streets. It has a tall concrete base with brick façades above punctured with grids of concrete-framed windows, although a large portion of the 13th Street façade is not fenestrated, and the northeast corner is articulated with two large reflective-glass windows (see view 32 of **Figure 8-21**). The primary entrance is on 43rd Avenue through a vertical glass reveal connected to a glass penthouse level that is set back from the brick façades. A large loading entrance is located at the southern end

of the 12th Street façade, and there are no entrances on the 12th Street façade. Concrete planting beds are located in the sidewalks along the building façades along with globe streetlights. A large, paved parking area and private open space are located behind the building. The entrance to the parking area is on 13th Street adjacent to the building, and barrier gate arms control access. A concrete wall capped by a tall metal post fence encloses the parking area and open space along 12th and 13th Streets. The open space is located at the southern end of the parcel, and it is raised above street grade. Trees and bushes are planted along the interior frontage of the fences, and street trees are planted in tree pits along the adjacent sidewalks.

Silvercup Studios occupies a one-to four-story former bakery complex on the block bounded by Queens Plaza South, 21st and 22nd Streets, and 43rd Avenue. Described more fully in Chapter 7, "Historic and Cultural Resources," the brick-clad complex of buildings is primarily one story tall, but a portion of the building along 22nd Street is four stories and the center section of the 21st Street façade is two stories (see view 33 of **Figure 8-21** and view 34 of **Figure 8-22**). The complex is minimally ornamented, with most details articulated in brick. Along 22nd Street and 21st Street, the building has brick pilasters that extend the full height of the façade and rise slightly above the parapet with a terra-cotta ziggurat capital. The southern one-story portion on 21st Street is mostly windowless with seven large entrances. The northern one-story portion on 21st Street is articulated with a row of sealed, square windows above a row of small, sealed windows just above sidewalk level. The central two-story section is fenestrated, and it has several pedestrian entrances and one vehicular entrance. Along the Queens Plaza South (north) façade, the one-story building has a large vehicular entrance and windows that have been mostly sealed or infilled with glass block. The primary building entrance is in the 4-story (approximately 76-foot-tall) wing on 22nd Street, which is articulated with rows of windows on each floor arranged in tripartite groups. A large metal-frame sign is located on the roof of the four-story portion of the complex. The sign faces west and features the word "Silvercup" in large red letters with the word 'Studios' below in smaller letters (see view 33 of **Figure 8-21**). The elevated Queensboro Bridge ramp that spans 21st and 22nd Streets runs through the block adjacent to the south façade of the complex with an exit ramp on 21st Street. Most of the block to the east contains a paved parking area for Silvercup Studios. Chain-link fencing encloses the lot with a gated entrance at the northern end of 22nd Street, and the elevated bridge ramp runs north-south through the parking area, supported by~~on~~ metal piers (see view 35 of **Figure 8-22**).

An ornate four-story loft building is located at the northwest corner of 22nd Street and 44th Avenue. It is clad in brick with terra cotta trim, and the ground floor contains tall, arched windows (see view 36 of **Figure 8-23**). The upper floors contain rectangular factory-style windows set between brick piers. Across the street is a 6-story (approximately 81-foot-tall) concrete loft building that occupies the west half of the block bounded by 43rd and 44th Avenues and 22nd and 23rd Streets. It is built to the lot lines but has a set-back corner at 22nd Street and 44th Avenue, and the façades are designed with bays of large windows set between concrete piers with some concrete ornament at the cornice (see view 37 of **Figure 8-23**). Many of the windows have been infilled with glass block. A narrow north-south alley separates the loft building from a 7-story (approximately 95-foot-tall) commercial building that occupies the eastern half of the block. This building is a concrete loft building built to the lot line on 43rd Avenue and 23rd Street, but the bulk of the building on 23rd Street is set back from 44th Avenue behind a

four-story concrete and brick wing and a small, paved corner plaza (see view 38 of **Figure 8-24**). A metal canopy extends above the building entrance, and there are metal bollards at the lot line. The façades of the seven-story building are articulated with piers and spandrels framing large multi-paned windows. A five-story (approximately 63-foot-tall) concrete loft building is located to the south across 44th Avenue.

Additional five- to seven-story industrial and commercial buildings in Industrial Subarea 1 include: a 6-story (approximately 87-foot-tall) industrial building that occupies the west side of 11th Street between 44th Road and 44th Avenue and is a concrete loft building with a two-story rusticated base, recessed windows framed by piers, and a projecting cornice (see view 39 of **Figure 8-24**); on the same block, a six-story industrial building at the southeast corner of 10th Street and 44th Avenue, which is currently encased in scaffolding; and a five-story commercial building at the northwest corner of 9th Street and 43rd Road. That five-story brick-clad building is built to the lot lines, but the upper floors are slightly set back above the first floor. The façades are simply articulated with large rectangular windows, a paired pedestrian and vehicular entrance is located at the northern end of the 9th Street façade, and additional loading entrances are located on the 43rd Road façade.

Parking lots and storage areas are interspersed among the industrial and commercial buildings throughout Industrial Subarea 1, and they tend to be enclosed by chain-link fences, although, as noted above, the parking lot on the block bounded by 43rd and 44th Avenues and 12th and 13th Streets is bordered by stone walls capped with metal post fences. Several storage areas are located on the east side of Vernon Boulevard. The small triangular block bounded by Vernon Boulevard, 44th Road, 44th Avenue, and 9th Street contains a one-story autobody shop partly setback from Vernon Boulevard behind a surface parking and storage area that also fronts on 9th Street and 44th Avenue. The storage area contains parked vehicles and metal shipping containers. The block to the north, which contains a number of one-story brick industrial buildings also contains a large, paved storage area at the northeast corner of Vernon Boulevard and 44th Avenue and a through-block paved parking and storage area in the middle of the block. The corner storage area is used for construction supplies and is enclosed by chain-link fences capped by razor wire with entrance gates on 44th Avenue. The frontage of the storage area along Vernon Boulevard outside of the fence contains rubble stone planters. The parcel in the middle of the block contains parking on Vernon Boulevard and storage for construction materials on 9th Street; both frontages are enclosed by chain-link fences capped by razor wire.

The Information Technology High School is located in Industrial Subarea 1 at the southeast corner of 44th Road and 21st Street. It is a four-story concrete building with a long frontage on 44th Road. The façades are articulated with wide bays of factory-style windows framed by concrete piers. Some of the windows at the western end of the façade and on the west (21st Street) façade have been infilled.

Industrial Subarea 1 also includes some retail/restaurant buildings and hotels. A two-story brick commercial building is located along the west side of the section of 12th Street that is closed to traffic and designed as a pedestrian space with seating (see view 40 of **Figure 8-25**). The ground-floor has multiple glass-fronted spaces that contain restaurants, a brewery space, and retail space. A similar one-story brick commercial building is located immediately to the south with multiple storefronts on 44th Avenue that

contain restaurants and retail spaces. An outdoor dining area enclosed by a wood fence separates the two buildings on the pedestrianized section of 12th Street. A three-story brick brewery and restaurant is located at northwest corner of 11th Street and 43rd Avenue. It has a canopied entrance on 43rd Avenue, large ground-floor windows on 11th Street, and a roof terrace with a glass-enclosed section.

A hotel is located on Vernon Boulevard across from the DOE Building in the Waterfront Subarea. It is a seven-story (approximately 79-foot-tall), freestanding glass-clad box set back from Vernon Boulevard and 44th Road behind raised planting beds and widened sidewalks (see view 41 of **Figure 8-25**). The hotel rises without setbacks, and it has a rectangular footprint with the long side fronting on 44th Road. The hotel is separated from the building to the south (which is located in Inland Subarea 1) by a paved service area. A Citi Bike station is located in a separate pedestrian zone in Vernon Boulevard in front of the hotel, and a parking lot is located on the east side of the hotel on 10th Street. An 11-story (approximately 151-foot-tall) hotel is located at the northeast corner of 11th Street and 43rd Avenue. Clad in brick, concrete, and glass, the hotel rises without setbacks, but there is a narrow one-story extension along 11th Street and a one-story wing on 43rd Avenue (see view 42 of **Figure 8-26**). The 11th Street façade is primarily glass with thin brick piers and concrete spandrels. There are large windows along the ground-floor facade on 11th Street, and the hotel entrance is recessed and raised above the street, accessed by stairs and a ramp. The wing on 43rd Avenue is windowless and has two large vehicular openings. Fixed benches are located along the hotel frontage on 11th Street. A third hotel is located at the southwest corner of 21st Street and 44th Avenue. It is a non-descript four-story stucco-clad building. The 21st Street façade is angled and set back from the street, creating a widened sidewalk at the corner with 44th Avenue, and it has a projecting entrance vestibule. A portion of the 44th Avenue façade is set back from the street behind a landscaped strip enclosed by a metal fence. A small, paved parking lot for the hotel is located on the south side of the building with a gated entrance on 21st Street and secondary gated access on 44th Avenue. A parking lot is located to the south of the hotel with frontage on 21st Street and 44th Road. That parking lot is raised above 44th Road and enclosed by a chain-link fence set on a low concrete wall, and it contains a freestanding billboard at the northeast corner by the hotel.

Industrial Subarea 1 also contains low-rise residential buildings. Three two-story siding-clad row houses are located on the north side of 43rd Avenue between 9th and 10th Street. Two of the row houses are set back from the street and accessed by stoops. Two two-story residential buildings are located on the north side of 43rd Road between 11th and 12th Streets. The multi-family building at the northeast corner is raised slightly above the street and set back behind a paved yard enclosed by a chain-link fence. A three-car brick garage is located in the rear of the building with frontage on 11th Street. The other residential building on 43rd Road is a row house set back from the street and accessed by a stoop.

Overall, the pedestrian experience in Industrial Subarea 1 is lacking, as most buildings contain industrial and manufacturing uses with ground floors devoted to large loading entrances. However, the hotels, commercial buildings and the pedestrianized section of 12th Street provide interest to pedestrians.

Natural Features and Open Space

Industrial Subarea 1 includes one unusual natural resource, a glacial boulder located in the pedestrianized segment of 12th Street between 43rd Road and 44th Avenue. Located at the northern end of the 12th Street open space, the large schist boulder has an undulating form that rises above the surrounding paved surface of the open space and stretches for most of the east-west distance across it. Additional natural resources include street trees, trees and plantings along the short stretch of the Queensboro Bridge Greenway that runs through the subarea, and the trees and shrubs planted within the parking lot and private open space on the block bounded by 43rd and 44th Avenues and 12th and 13th Streets.

There are only two open spaces in the study area—the Queensboro Bridge Greenway and the pedestrianized section of 12th Street. The section of the Queensboro Bridge Greenway located within the subarea runs along the south side of Queens Plaza North, separated from the street by a raised, planted median (see view 43 of **Figure 8-26**). The pedestrianized section of 12th Street is paved and contains the glacial boulder noted above, picnic tables, wood benches, and wood planters.

Visual Resources

There are no visual resources in Industrial Subarea 1. Although there are a number of buildings and structures within the subarea that are of visual interest to pedestrians, such as the industrial buildings on 10th Street that are ornamented with mosaic panels and the Silvercup Studios sign, none of them are considered to be visual resources as their visibility is limited to their immediate vicinities and they are not prominent in longer views. However, there are multiple views within the subarea of the Queensboro Bridge and the Midtown Manhattan skyline. The bridge approach is visible in the northward view corridors along the north-south streets, and the bridge span is visible in views north on Vernon Boulevard. The bridge span is also visible in views north on 9th Street over intervening one-story industrial buildings. Westward view corridors on the east-west streets provide views of the Midtown Manhattan skyline. Some sections of 9th Street also provide views west of the Midtown Manhattan skyline over intervening one-story industrial buildings and parking/storage areas.

Pedestrian views through Industrial Subarea 1 are variable due to the shifting alignment of the street grid, but views tend to be long and lined by low-rise industrial buildings. Views north include the elevated approach to the Queensboro Bridge and, from Vernon Boulevard and 9th Street, the bridge span over the East River. Views north and south on 23rd Street are short as they are beneath and alongside the elevated No. 7 subway that frames and obstructs views. Views north on 13th, 21st, and 22nd Streets also include views of the elevated Queensboro Bridge ramps. Views south mostly do not contain any prominent points of interest, although views south on Vernon Boulevard from south of 45th Avenue include views of the tall church steeple of Saint Mary's Roman Catholic Church at 49th Avenue. Views west include the Midtown Manhattan skyline in the distance. Views east include the elevated No. 7 subway, which is more visually prominent from closer vantage points, and tall commercial and residential buildings in Downtown Long Island City.

INLAND SUBAREA 3

Urban Design

Streets

44th Drive and Vernon Boulevard are the two primary streets that run through Inland Subarea 3. 44th Drive is a 100-foot-wide east-west street with two travel lanes, turn lanes, parking lanes, wide sidewalks, and bike lanes. A concrete median separates the travel lanes for a short section of the street toward 23rd Street. On both sides of the street, there are protected bike lanes between the travel and parking lanes. As described above, Vernon Boulevard is a 75-foot-wide street that carries two-way traffic in two lanes with curbside parking and a shared bike lane on the northbound side. Two protected bike lanes are located on the southbound side.

The subarea also includes short segments of the east-west 45th Avenue, 45th Road, 46th Avenue, and 46th Road. They are all narrow one-way streets with curbside parking.

Street furniture includes cobra head streetlights, traffic signals, parking regulation signs, fire hydrants, metal garbage cans, metal and glass bus shelters on 44th Drive, circular bike racks, mailboxes, a LinkNYC kiosk at the southwest corner of 44th Drive and 11th Street, police/fire call boxes, and ornamental fences around tree pits. The section of 44th Drive between 21st and 23rd Street has more distinctive street lighting with yard-arm streetlights in the concrete median and Flatbush Avenue-type poles along the sidewalks. Flatbush Avenue-type poles have perpendicular arms with curved brackets and teardrop luminaires. Wood utility poles carry overhead transmission lines throughout the study area along the north side of 44th Drive to the west of 11th Street, the east side of 10th Street, the west side of Vernon Boulevard, the south side of 45th Avenue, and the north side of 46th Avenue. A long Citi Bike station is located on the north side of 44th Drive between 23rd and 21st Streets between a travel lane and protected bike lane. Entrances to the Court Sq-23 Street subway station (E and M lines) are located at the northeast and southeast corners of the intersection of 44th Drive and 21st Street. There are numerous street trees along 44th Drive, and 46th Road, but they are not a common resource in the rest of the subarea, with only a few found on Vernon Boulevard, 45th Road, and 46th Avenue.

Buildings

Inland Subarea 3 contains a mix of residential, industrial, and commercial buildings from one- to- 12 stories (see **Figure 8-4**). The subarea, like the Waterfront Subarea and Industrial Subarea 1, also contains multiple paved surface parking and storage areas and vacant land.

44th Drive between 23rd and 21st Steets is mostly lined by residential buildings that include two- and three-story row houses, a four-story tenement, and modern apartment buildings of six, seven, and eight stories. A group of row houses are located on the south side of 23rd Street. That group includes a row of four two-story row houses that front on Vernon Boulevard and three two-story row houses with raised basements that front on 44th Drive. The row houses that front on Vernon Boulevard are set back from the street behind narrow paved yards that provide basement access, and they are clad in brick and ornamented with rusticated ground floors, arched windows, keystones, and projecting cornices. The adjacent row houses fronting on 44th Drive are set far back from the street and accessed by tall stoops, and they are clad in stone and ornamented with rusticated

first floors, pilasters, and arched windows. Two of the row houses contain commercial spaces on the raised first floors, with one also containing a street-level restaurant. The remaining southern blockfront contains a one-story taxi supply store, three modern residential apartment buildings, and a one-story grocery store that also fronts on 21st Street (see view 44 of **Figure 8-27**). A seven-story (approximately 85-foot-tall) glass-clad apartment building with a long street frontage occupies the middle of the block. It is built to the lot line and massed with setbacks above the third floors that create recessed balconies and roof terraces, and the sixth and seventh floors are designed with projecting bays. The ground floor contains multiple retail spaces, and there are two loading entries at the east end of the façade. Adjacent to the west are two eight-story residential buildings. Both are built to the lot line and clad, massed with an upper story setback, and clad in brick, and they both contain ground-floor storefronts. The one-story brick grocery store has an angled corner entrance, a multi-gabled roof, a mostly blank façade on 44th Drive, and a glass storefront on 21st Street, and the building is covered in signage.

The north side of 44th Drive between 23rd and 21st Streets contains a four-story brick tenement at the eastern end of the block, a three-story apartment building that fronts on 21st Street, two six-story modern apartment buildings, a two-story industrial building, a one-story brick market building, and a paved storage area. One of the modern six-story apartment buildings is located at the northwest corner of 44th Drive and 23rd Street. It is approximately 80 feet tall, has a narrow footprint and is clad in brick, metal, and glass with slightly recessed storefronts on the ground floor, upper floor balconies, and a setback above the first floor. The other modern six-story (approximately 76-foot-tall) apartment building is located toward the middle of the block. It has a long street frontage and is set back from the street behind a planted strip enclosed by a metal fence. It is clad in brick and metal and massed without upper floor setbacks, but it has a roof terrace (see view 45 of **Figure 8-27**). The two-story concrete industrial building is adjacent to the west, although it is separated from the apartment building by a narrow, paved service area enclosed by a chain-link fence. The building's original rectangular windows have been infilled with small, square windows. Located between the industrial building and the three-story residential building at the corner of 21st Street is a paved parking and storage area for the Information Technology High School that fronts on 44th Avenue. The three-story residential building faces 21st Street. It is a non-descript, stucco-clad building with ground floor retail.

44th Drive between 21st Street and 11th Street is lined by residential buildings and a small one-story auto repair building on the south side and residential and commercial buildings on the north side with a large, paved parking lot located in the middle of the block. The residential buildings on the south side of the street consist of a row of two-story brick buildings that front on 21st Street with retail on the ground floor, including one that wraps around onto 44th Drive; a row of seven four-story brick apartment buildings that are accessed by low stoops, ornamented with stone entrance pediments, splayed window lintels, and keystones, and capped by projecting metal cornices; and two modern apartment buildings (see view 46 of **Figure 8-28**). A seven-story apartment building is located at the eastern end of the block between the two-story brick buildings that front on 21st Street and the auto repair building. It has a mostly glazed central bay, corner balconies with glass enclosures, a setback above the sixth floor, and commercial space on the ground floor. The second modern apartment building is an eight-story brick, glass, and concrete structure located at the western end of the block. It has a long street

frontage with multiple storefronts in the brick base. The upper floors are mostly glazed with thin concrete piers and spandrels framing large windows. Three setbacks above the sixth floor create two forms; roof terraces are located on the setbacks.

The residential buildings on the north side of the street consist of a four-story apartment building at the corner of 21st Street and two adjacent row houses (see view 47 of **Figure 8-28**). The four-story apartment building is clad in brick and ornamented with a rusticated ground floor, decorative brickwork, stone trim, and a projecting metal cornice, and it has a glass-fronted corner storefront. The adjacent row houses are two stories with raised basements. The buildings are set back from the street with tall stoops accessing the raised first floors. Further, the buildings are clad in brick with stone trim and designed with projecting bays and metal cornices. A large parking lot and storage area is located on the west side of the row houses. It is enclosed by a chain-link fence and contains a tall, freestanding metal sign. A three-story concrete commercial building with a long street frontage is located to the west. The ground floor is windowless, but it contains four large glass entrances. The upper floors have rows of square windows, and the roofline consists of a series of arched parapets. Adjacent to the west is the southern end of an L-shaped commercial building that fronts on 11th Street and is also partially located within Industrial Subarea 1. It is a two-story brick building with a corbelled cornice, and most of the windows along the 21st Street façade have been infilled.

One- and two-story residential and industrial buildings primarily line 44th Drive between 10th and 11th Streets. The only residential buildings on the south side of the street are located at the eastern end of the block. A four-story brick tenement with stone lintels and a projecting metal cornice is located at the corner with frontage on 11th Street. The tenement has a bar on the ground floor with a corner entrance accessed by a low ramp. A seven-story apartment building is located to the west. It is faced in stucco and has a corner setback above the sixth floor. The remainder of the south side of the street is developed with one- and two-story brick commercial and industrial buildings. These buildings have multiple loading entrances and tend to be non-descript, although a one-story industrial building at the western end of the block is clad in brick panels with concrete framing (similar to the building on 10th Street with the mosaic panels located in Industrial Subarea 1). A parking lot and storage area is located at the corner of 10th Street. It is enclosed by a tall chain-link fence, and it contains metal storage containers and a construction trailer. On the north side of 44th Drive, paved parking areas are located at the 10th Street and 11th Street ends of the block. The parking lot at the northwest corner of 44th Drive and 11th Steet is small and enclosed by a tall metal post fence. The parking lot at the northeast corner of 44th Drive and 10th Street is large and wraps around onto 44th Road within Industrial Subarea 1. It is enclosed by chain-link fences and corrugated sheet metal topped by razor wire, and a gated entrance is located on 44th Drive (see view 48 of **Figure 8-29**). Grassy strips are located between the fences and the sidewalks, and the site is used for tractor trailer storage, with trucks often parked on the grassy strips and sidewalks. Adjacent to the east of the large parking area are two pairs of attached two-story houses separated by a paved driveway. The pair adjacent to the parking area are set far back from the street behind paved parking spaces, and they are clad in siding with low stoops and gabled roofs. The pair on the other side of the driveway are set back from the street, but not as far; one house has a front yard enclosed by a fence while the other house has a one-story extension in the former yard area. These two attached houses are faced in stucco and have gabled roofs. Three non-descript one-

story brick and concrete industrial buildings are located to the east. Between the easternmost area of the industrial buildings and the parking lot at the corner of 11th Street is a two-story brick building with a projecting metal cornice, a glass-fronted ground-floor storefront, and a second-floor apartment.

Two buildings are located on the north side of 44th Drive between 10th Street and Vernon Boulevard on the small triangular block that also includes the glass-clad hotel that fronts on Vernon Boulevard and 44th Road within Industrial Subarea 1 (described above). A paved service area separates the hotel from the two buildings in Inland Subarea 3. A four-story former brick factory occupies most of the southern end of the block with frontage on 44th Drive and Vernon Boulevard. This building has a corner tower, and architectural embellishments include brick piers, segmental-arched window openings with projecting lintels, entablatures, and a corbelled cornice (see view 49 of **Figure 8-29**). It has multiple raised entrances accessed by metal stoops, and there is a long ramp along the Vernon Boulevard façade. The building contains a commercial space on the first floor with apartments above. A two-story brick building occupies the remainder of the block within the subarea. The narrow 44th Drive façade contains an entrance behind a metal gate and a square window on the second floor. The long façade on 10th Street is mostly a blank brick wall; there is a narrow strip window below the roofline and a large loading entrance at the north end of the façade.

The east side of Vernon Boulevard between 44th Drive and 46th Road is primarily lined by one- and two-story brick industrial and commercial buildings with a large, paved surface parking area enclosed by chain-link fences topped by razor wire, occupying the full blockfront between 45th Road and 46th Avenue. A one- and two-story automotive inspection center is located at the northeast corner of Vernon Boulevard/10th Street and 45th Avenue. The one-story New York Blood Center is located between 45th Avenue and 45th Road with long frontages on those streets. The Vernon Boulevard façade is clad in concrete panels with sections of metal and glass window walls while the 45th Avenue and 45th Road façades are faced in brick and contain multiple loading entrances (see view 50 of **Figure 8-30**). A metal armature for signage is located above the glass-fronted corner entrance at Vernon Boulevard and 45th Avenue. Between 46th Avenue and 46th Street, the east side of Vernon Boulevard is developed with a one-story stucco clad commercial building with large storefront windows, a one-story brick commercial building with a wide, recessed glass entrance, a two-story siding-clad non-descript residential building, a two-story brick commercial building with a glass storefront, and a one-story brick autobody shop with a large vehicular opening on Vernon Boulevard (see view 51 of **Figure 8-30**). A paved and gated parking area is located between the residential building and the two-story commercial building.

East of Vernon Boulevard, 45th Avenue within the subarea is lined on the north side by one-story brick industrial buildings (see view 52 of **Figure 8-31**). The building adjacent to the automotive inspection center at the corner also fronts on 44th Drive and is clad in brick panels with concrete framing, while the other two buildings on the north side of the street are non-descript, and all contain large loading entrances. The New York Blood Center occupies the southern side of the street as described above, as well as the north side of 45th Road east of Vernon Boulevard. The south side of 45th Road contains the large parking area that fronts on Vernon Boulevard, two four-story through-block industrial buildings, a one-story brick commercial building, and vacant land. Located toward the eastern end of the block, the vacant land is enclosed by chain-link fences and

corrugated sheet metal, and it contains several large trees and is bordered by a grassy strip along the sidewalk. The two brick industrial buildings, which are connected by a one-story section, are articulated with recessed window bays framed by piers. The buildings have ground-floor loading entrances, windows with metal lintels, and cornices (see view 53 of **Figure 8-31**). On 46th Avenue, a cobbled courtyard used for parking separates the two four-story buildings. The north side of 46th Avenue east of Vernon Boulevard also contains a two-story brick industrial building and a large lot used for parking and storage by Empire City Iron Works. It is mostly enclosed by solid metal fencing, and there are two entrances. A metal armature above the easternmost entrance has signage composed of free-standing letters.

The south side of 46th Avenue east of Vernon Boulevard is developed with one- and two-story brick industrial buildings (see view 54 of **Figure 8-32**). They are all non-descript and characterized by large loading entrances. Except for a portion of a two-story building located toward the middle of the block, they are all built to the lot line. The two-story building with the recessed section has upper floor apartments, and the two entrances in the setback have low stoops. The building to the west contains a bowling alley, and it has a large, recessed glass-fronted entrance. The north side of 46th Road east of Vernon Boulevard is primarily developed with one-story brick industrial buildings with large loading entrances (see view 55 of **Figure 8-32**). It also contains a three-story brick residential building toward the western end of the block and a two-story industrial building and adjoining parking lot toward the eastern end of the block. All of the buildings along the north side of 46th Road are built to the lot line. The three-story residential building has a large vehicular entrance on the ground floor. The two-story industrial building has a corner stair tower with glass-block windows, two large loading entrances, and a strip window across the second floor (see view 56 of **Figure 8-33**). The adjoining parking lot is enclosed by a tall metal armature and solid fence.

44th Drive, especially between 11th and 23rd Streets, is pedestrian-oriented as it has active ground-floor uses, residential buildings, and street trees, and Gordon Triangle provides a pedestrian amenity at the western end of the street. The remainder of the subarea is less pedestrian friendly, as there are parking and storage areas and vacant land enclosed by fences. Most buildings contain industrial and manufacturing uses with large loading entrances. However, scattered residential buildings and retail and restaurant uses provide some interest to the pedestrian.

Natural Features and Open Space

The natural features in Inland Subarea 3 are street trees, and there is one open space. Located at the intersection of Vernon Boulevard, 10th Street, and 44th Drive, the 0.08-acre Gordon Triangle contains benches, a flagpole, flower beds, and a public art installation.

Visual Resources

There are no visual resources in Inland Subarea 3. While Gordan Triangle provides greenery, it is only visible in the immediate vicinity. However, westward view corridors on the east-west streets provide views of the Midtown Manhattan skyline, with those views most pronounced on the wide 44th Drive, as well as on the narrow 45th Avenue. While views west on 45th Road through 46th Road also include views of buildings in Midtown Manhattan, they are seen behind, and partially obscured by, the tall residential buildings in Queens West. Vernon Boulevard provides varying views of the Queensboro Bridge to

the north and the tall church steeple of Saint Mary's Roman Catholic Church at 49th Avenue to the south.

East-west pedestrian views through Inland Subarea 3 are long and lined by low-rise industrial buildings, although views on 44th Drive are also lined by residential buildings. Views east include the tall commercial and residential buildings in Downtown Long Island City. Views west include the Midtown Manhattan skyline in the distance and, south of 45th Avenue, the tall residential buildings of Queens West. The short segment of 5th Street provides limited views north to Anable Basin.

INLAND SUBAREA 4

Urban Design

Streets

Inland Subarea 4 is bounded by Queens Plaza South to the north, 9th Street to the east, 43rd Avenue to the south, and Vernon Boulevard to the west. These streets are all described above.

Buildings

Inland Subarea 4 contains a hotel and a former factory complex. Located at the northern end of the block, the hotel consists of two buildings, one on Vernon Boulevard and one on 9th Street, connected by a skybridge. The building on Vernon Boulevard is five and six stories, and it is set back from Queens Plaza South and Vernon Boulevard behind a landscaped strip enclosed by a metal railing. The ground floor is faced in stone, and the upper floors are concrete. The north façade consists of a projecting, windowless stair tower. On the second through fourth floors, the Vernon Boulevard façade of the six-story section has deeply recessed window bays with projecting balconies with metal railings. The fifth floor contains wide, deeply recessed bays and a balcony railing that runs the length of the façade. The sixth floor is a glass fronted penthouse. The five-story southern section has slightly recessed window bays and a small cornice at the roofline. The building on 9th Street is nine stories, but that portion of the building is set back from the street behind two-story concrete sections built to the lot lines on Queens Plaza South and 9th Street. The two-story section on Queens Plaza South has a deeply recessed terrace raised above the ground level, and there is an entrance at the east corner at 9th Street, a large loading entrance toward the west end of the façade, and a recessed entrance at the west corner. Wood box planters are located on the sidewalk along the façade. The concrete two-story section on 9th Street is a mostly blank façade, although there is a small building entrance with a canopy. At the southern end of the façade is an entrance to a parking garage and an uncovered interior parking area that exits onto Queens Plaza South between the two buildings. Raised planted areas line the vehicular exit, which is controlled with a gate arm.

The former factory complex fronts on Vernon Boulevard, 43rd Avenue, and 9th Street, and it contains commercial space and an event venue. The buildings within the complex are one and two stories in height and clad in brick. They have minimal decorative detail other than stone window sills and lintels, and a rusticated stone base along 43rd Avenue. At the northern end of the complex along Vernon Boulevard, there is a brick arched entrance to the interior of the lot. Along 9th Street, several low-scale, gable-roofed structures are separated by long chimney walls. A vehicular opening to the interior of the

lot is also located on 43rd Avenue, and the entrance drive is paved in Belgian block. Much of the building façades are covered in ivy.

Natural Features and Open Space

The only natural features in Inland Subarea 4 are street trees and plants in raised planting beds and planters. On 9th Street, there are multiple large, mature street trees alongside the former factory complex. There are no open spaces in the subarea.

Visual Resources

There are no visual resources in the subarea, but the sidewalks on Queens Plaza South, Vernon Boulevard, and 43rd Avenue provide a view of the Queensboro Bridge span over the East River and the sidewalk on 9th Street provides views of the approach span. The east sidewalk on Vernon Boulevard also provides views of the New York Architectural Terra Cotta Works building and expansive views of the Midtown Manhattan skyline and buildings on Roosevelt Island. The sidewalk on 43rd Avenue bordering the subarea also provides expansive views of the Midtown Manhattan skyline.

INLAND SUBAREA 2

Urban Design

Streets

Inland Subarea 2 is bordered by 23rd Street to the west. The elevated No. 7 subway runs above 23rd Street to Queens Plaza South where it turns east. It then runs above the Queensboro Bridge as the bridge declines to grade as a ramp with stone retaining walls capped by decorative stone parapets. The short section of Queens Plaza South that borders the subarea is one way eastbound with two curbside parking lanes. Planted areas border the Queensboro Bridge retaining wall. 24th Street, which runs through the subarea and borders part of its eastern edge, is a narrow one way south-bound street with two curbside parking lanes and wide sidewalks. 42nd Road is a narrow one-way west-bound street that ends at 23rd Street and has curbside parking lanes and wide sidewalks. The subarea also includes a short segment of the two-way 43rd Avenue, which is described above. An elevated entrance and exit ramp of the Queensboro Bridge cuts through the subarea between 42nd Road and 43rd Avenue, running through blocks supported on metal piers. The land under the ramp is used for parking and storage, enclosed by chain-link fences.

Street furniture includes cobra head streetlights, stop signs, and parking regulation signs. Wood utility poles carrying overhead transmission lines run along the south side of 43rd Street. Metal columns supporting the elevated No. 7 subway are located in the outer edge of the sidewalk along 23rd Street. Street trees are located in front of the five-story office building on 43rd Avenue and 24th Street, on 24th Street between Queens Plaza South and 42nd Road, and on Queens Plaza South.

Buildings

There are eight buildings in Inland Subarea 2. A four-story concrete industrial building occupies the northern end of the block bounded by Queens Plaza South, 23rd, 24th, and 42nd Streets. The façades are designed with wide factory-style windows framed by concrete piers and concrete spandrels ornamented with colorful inset tiles (see view 57 of **Figure 8-34**). There is a billboard on the roof facing the elevated No. 7 subway. A 44-

story (approximately 481-foot-tall) residential building is adjacent to the south. It is massed as a tower set back above a seven-story base, with an additional set back in the middle of the south façade above the second floor (see **Figure 8-34**). This building is primarily clad in glass and metal, and the ground floor is designed with large windows. The main entrance is on 24th Street. A tall, slim residential tower is currently under construction across 42nd Road on the northern end of the block bounded by 42nd Road, 23rd and 24th Streets, and 43rd Avenue (see view 58 of **Figure 8-34**). The elevated bridge ramp runs above the block on the southern side of the building currently under construction, and the southern half of the block contains vacant land enclosed by wood construction fencing.

The block bounded by 43rd Avenue, 23rd and 24th Streets, and 44th Road contains two buildings. A five-story (approximately 76-foot-tall) office building occupies the northern end of the block. It is clad in metal panels with strip windows of reflective glass, and it has a polished granite base (see view 59 of **Figure 8-35**). The main entrance is in the center of the 43rd Avenue façade, and long concrete ramps on either side provide access to raised secondary entrances. A one-story extension with a large loading bay is located at the southeast corner on 24th Street. An approximately 753-foot-tall residential tower is currently under construction on the southern half of the block. It is massed as a tall glass tower set back above a brick-clad base (see view 33 of Figure 8-19 and view 59 of **Figure 8-35**).

The east side of 24th Street between Queens Plaza South and 42nd Road contains a two-story brick, industrial building with long strip windows, which is planned to be replaced by a mixed-use development. A one-story non-descript brick industrial building is located at the southeast corner of 42nd Road and 24th Street, and the Queensboro Bridge cuts through the block on the south side of the building. On the opposite side of the ramp, a four- and five-story concrete industrial building is located at the northeast corner of 24th Street and 43rd Avenue (see view 60 of **Figure 8-35**). It is massed with corner towers capped by stepped pediments, and the façades are composed of large multi-paned casement windows framed by wide concrete piers and spandrels. Most of the windows on the ground floor and some of the upper floor windows at the corners have been fully or partially infilled.

For the most part, the pedestrian experience in Inland Subarea 2 is not pedestrian friendly due to construction activity, vacant land, lack of active ground-floor uses, and the elevated subway and bridge ramps that run through and alongside the subarea.

Natural Features and Open Space

The only natural features in Inland Subarea 2 are street trees and the plantings on the north side of Queens Plaza South adjacent to the Queensboro Bridge retaining walls. There are no open spaces in the subarea.

Visual Resources

There are no visual resources located in Inland Subarea 2, although the Queensboro Bridge borders it to the north. Views on 23rd Street are short due to the elevated No. 7 subway that runs above it. Views north on 24th Street end at the Queensboro Bridge, with views south terminating at tall residential buildings located just outside the primary study area. Views west are short and primarily of the elevated No. 7 subway. Views east are of tall residential and commercial buildings in Downtown Long Island City.

INDUSTRIAL SUBAREA 2

Urban Design

Streets

The west side of Industrial Subarea 2 (and Inland Subarea 1) is bordered by 21st Street, a wide two-way north-south street with one travel lane in each direction, bus only lanes on each side of the street, turn lanes, and curbside parking lanes. At the northeast corner of 21st Street and 41st Street, a pedestrian bump out for a bus stop occupies part of the curbside parking lane. On the north side of 40th Avenue, there is a protected crosswalk across 21st Street with a concrete median and large metal bollard. 40th and 41st Avenues and 22nd and 23rd Streets are narrow one-way streets with one travel lane and curbside parking. There are conventional one-way bike lanes on 22nd and 23rd Streets.

Street furniture includes cobra head streetlights, traffic lights, stop signs, parking regulation signs, and crosswalk signs on dedicated poles. There are metal and glass bus shelters located on the east side of 21st Street north of the intersections with 41st and 40th Avenues. A subway entrance to the 21st Street-Queensbridge Station (F line) is located at the northeast corner of 21st Street and 41st Avenue. Wood utility poles carry overhead transmission lines along the east side of 21st Street north from 40th Avenue, the south side of 40th Avenue, and the west side of 22nd Street. Additionally, overhead transmission lines span over 23rd Street to buildings in the subarea from wood utility poles on the east side of the street outside the subarea. Numerous street trees are located on 40th Avenue, 22nd Street, and the northern end of 23rd Street in the subarea. There are no street trees on 21st Street and just two on 41st Avenue in the subarea.

Buildings

Industrial Subarea 2 is primarily developed with industrial and commercial buildings that range from one to six stories in height (see **Figure 8-4**). It also includes two three-story residential buildings, a 10-story hotel, and a large vacant parcel. The vacant parcel occupies the north side of 40th Avenue between 22nd and 23rd Streets. It is partially paved and enclosed by chain-link fencing, and it contains construction and shipping containers.

A three-story brick industrial building occupies the northeast corner of 21st Street and 40th Avenue. It is built to the lot lines and has façades composed of large factory-style casement windows (see view 61 of **Figure 8-36**). The ground-floor windows are covered in metal grills. A one-story extension on the east side of the building on 40th Avenue contains a large loading entrance and a pedestrian entrance. Adjacent to the north on 21st Street is a one- and two-story brick industrial building. The one-story section, which abuts the three-story corner building, is a loading platform set back from the street, and the two-story section has corbelled window bays that have been partially infilled. A freestanding three-story brick residential building is located to the east of the three-story industrial building on 40th Avenue (see view 62 of **Figure 8-36**). A narrow open parcel that contains trees and is enclosed by wood and chain-link fencing separates the two buildings. The residential building has retail on the ground floor, stone trim, and a projecting metal cornice. A parking lot is located at the northwest corner of 40th Avenue and 22nd Street. Chain-link fencing topped with razor wire enclose the parking lot, and a gated vehicular entrance is adjacent to the residential building. Across 22nd Street, a one-story through-block brick industrial building is located on the north side of the vacant

parcel. The 22nd and 23rd Street façades have decorative parapets, large loading entrances, and infilled windows and entrances.

The block bounded by 40th and 41st Avenues and 21st and 22nd Streets is developed with four- to six-story industrial and commercial buildings. The south side of 40th Street contains two five-story (approximately 67-foot-tall) brick buildings (see view 63 of **Figure 8-37**). Both buildings have plain brick façades punctured with long rows of double-hung windows with stone sills. In addition, the building that fronts on 21st Street has a simple brick cornice. That building is set back from the street behind a basement areaway enclosed by a metal railing, while the building that also fronts on 22nd Street is built to the lot lines. Both buildings have raised entrances. A paved service entrance is located to the rear of the eastern building on 22nd Street, and it ramps down below street-grade and is enclosed by a metal fence and gate. In addition to the five-story building at the northern end of the street that fronts on 40th Avenue, 21st Street is developed with a six-story (approximately 76-foot-tall) commercial building and a four-story (approximately 51-foot-tall) commercial building, both of which have long street frontages (see view 64 of **Figure 8-37**). The six-story building is adjacent to the five-story building on 40th Avenue. It has a long street frontage and is built to the lot and massed without setbacks, but there is a narrow one-story section at the southern end. The ground floor is clad in brick and articulated with arched storefront windows. On the upper floors, the façade is faced in concrete with a central brick bay and corner brick bays and designed with large multi-paned windows framed by piers and recessed spandrels. The four-story building to the south, which also fronts on 41st Avenue, is built to the lot line and massed without setbacks, but it has a narrow one-story extension at its northern end abutting the one-story extension of the six-story building, and a one-story extension on its east side on 41st Avenue. The four-story building is clad in metal panels and designed with piers and spandrels creating a grid of large windows, and it has multiple ground-floor storefronts along 21st Street. The remainder of the block is developed with four five-story concrete and brick industrial buildings (approximately 66 to 74 feet tall), all of which are built to the lot line, massed without setbacks, and designed with similar façades composed of wide piers and spandrels framing large multi-paned windows (see view 65 of **Figure 8-38**). One of the brick buildings on 22nd Street has some ornamentation in the form of fluted pilasters between windows and a denticulated cornice. The building at the corner of 41st Avenue and 22nd Street has a one-story brick extension to the west with infilled openings and a narrow two-story concrete extension to the north, which has a ground-floor entrance and an upper floor window. A gated vehicular opening on the north side of the building accesses a parking and service area in the interior of the block. The buildings fronting 22nd Street all have elevated loading docks on the ground floor, and a five-story concrete building has an attached, narrow three-story section with a large ground-floor opening. A large billboard is located on the roof of the building in the middle of the 41st Avenue blockfront.

The block bounded by 40th and 41st Avenues and 22nd and 23rd Streets is developed with brick and concrete industrial buildings of one to six stories in height, a three-story residential building, and a 10-story hotel (see view 66 of **Figure 8-38** and view 67 of **Figure 8-39**). The northeast (40th Avenue and 23rd Street) and southeast (41st Avenue and 23rd Street) corners of the block are each developed with a six-story concrete industrial building similar in appearance to the five-story industrial buildings on the block to the west—built to the lot line, massed without setbacks, and with façades composed

of wide piers and spandrels framing large multi-paned windows, although the windows of the approximately 73-foot-tall building at the northeast corner have been altered through infill. The approximately 90-foot-tall building at the southeast corner has two large loading entrances on 23rd Street. Adjacent to the west of the building at the northeast corner is a two-story brick industrial building with a large ground-floor loading entrance, and between the two six-story buildings on 23rd Street are six non-descript one- and two-story brick industrial buildings primarily characterized by large loading entrances. The 10-story (approximately 108-foot-tall) hotel is located at the northeast corner 41st Avenue and 22nd Street. It is set back from both streets by small lawns planted with trees (see view 67 of **Figure 8-39**). Clad in concrete panels arranged in alternative bands of color, the building rises for its full height without setbacks, although the northern half of the building is set farther back from 22nd Street than the southern half. A narrow four-story brick commercial building is adjacent to the east of the hotel on 41st Avenue. It is ornamented with decorative brickwork, terra cotta diamonds, and a tall parapet with a clock. On 22nd Street, a loading dock set far back from the street separates the hotel from a three-story brick industrial building with a long street frontage. The façade of that building is mostly a blank wall surface with small upper floor entrances and ground-floor entrances (including one large loading entrance) located at the corners. The three-story brick residential building is located to the north; it contains a restaurant on the ground floor, and the upper floors are faced in stucco and painted with a mural. To the north of the residential building are a one-story brick industrial building and a five-story concrete industrial building; both have loading entrances and the five-story building has a façade design similar to those of the six-story industrial buildings on the block. The northwest corner of the block contains vacant one-story brick and concrete industrial buildings.

For the most part, the pedestrian experience in Industrial Subarea 2 is not pedestrian friendly, as most buildings contain industrial and manufacturing uses, with many containing large, ground-floor loading entrances, and there are vacant buildings and a vacant parcel. However, the two commercial buildings with active ground floors on 21st Street between 40th and 41st Streets, the greenery in front of the hotel, and the residential building with the ground-floor restaurant provide activity and interest to the pedestrian.

Natural Features and Open Space

The only natural resources in Industrial Subarea 2 are street trees and the trees planted in front of the hotel at the northeast corner of 41st Avenue and 22nd Street. There are no open spaces in the subarea.

Visual Resources

There are no visual resources located in Industrial Subarea 2. Views in all directions are long with no prominent points of interest, although views south include the Queensboro Bridge approach. Views east on 41st Avenue contain tall residential buildings to the southeast of the primary study area.

INLAND SUBAREA 1

Urban Design

Streets

The only street in Inland Subarea 1 that is not also located in Industrial Subarea 2 and described above is Queens Plaza North that borders the subarea to the south. That section of Queens Plaza North between 21st and 23rd Streets also borders a portion of Industrial Subarea 1. Located on the north side of the Queensboro Bridge, this narrow section of Queens Plaza North has one west-bound travel lane. The Queensboro Bridge Greenway runs along the south side of the street; it contains two shared bike/pedestrian paths separated from the street by a raised median planted with trees and shrubs. Fenced parking and storage areas beneath the Queensboro Bridge border the south side of the Queensboro Bridge Greenway.

Street furniture includes cobra head streetlights, traffic lights, stop signs, parking regulation signs, metal garbage cans, and a Link5G tower at the northeast corner of 22nd Street and Queens Plaza North. A metal and glass bus shelter is located on 21st Street north of Queens Plaza North. The north side of Queens Plaza North contains Alliance Pole streetlights, which are contemporary versions of the standard cobra-head streetlight with perpendicular arms and circular luminaires. All the streets in Inland Subarea 1 contain street trees, and those planted along the north side of Queens Plaza North have decorative metal fencing enclosing the tree pits.

Buildings

The block bounded by 41st Avenue, Queens Plaza North, and 21st and 22nd Streets contains three buildings and a large vacant parcel. Enclosed by a wood construction fence, the vacant parcel occupies the middle of the block with a long frontage on 21st Street and a shorter frontage on 22nd Street. A nine-story hotel is located at the northwest corner of the block with frontage on both 41st Avenue and 21st Street (see view 68 of **Figure 8-40**). It is set far back from both streets behind widened sidewalks, and metal bollards are located along the ground-floors. The building is clad in metal panels and massed without setbacks. The hotel entrance is at the north end of the 21st Street façade, and it is set slightly below sidewalk level and accessed by a ramp. An eight-story (approximately 93-foot-tall) mostly windowless art storage facility occupies the southern end of the block with frontage on 21st and 22nd Streets and Queens Plaza North (see view 69 of **Figure 8-40** and view 70 of **Figure 8-41**). The south façade is built to the lot line, the west façade is partially set back from 21st Street, and the east façade angles inward into the block from the corner of Queens Plaza North and 22nd Street. The building is massed with upper floor setbacks, and there is a vertical recessed section above the ground floor on 21st Street. The ground floor is clad in stone and the upper floors are clad in colorful metal panels. There are some windows on the north-facing façade that overlook the vacant parcel and the upper floors at the northern end of the 21st Street façade. There are no ground-floor entrances or windows on the 21st Street façade, but there are loading bays along a portion of the north façade, which are accessed by a paved, gated driveway on 21st Street. There are a couple of recessed service entrances along the south façade, and the main building entrance is at the corner of Queens Plaza North and 22nd Street. That entrance is raised and accessed by a concrete stair, ramp, and planter, and there is a row of ground-floor windows on the south façade. On 22nd Street, a triangular, paved parking and loading area is located where

the building angles back from the street, and the building contains two loading docks in that location, one of which is in a one-story building extension. A long, raised concrete planter is located along the southern portion of the 21st Street façade and another raised concrete planter is located at the driveway entrance on 21st Street. A one- and two-story brick and concrete industrial building occupies the northeast corner of the block with long frontages on 41st Avenue and 22nd Street (see view 71 of **Figure 8-41**). Most of the building fronting on 22nd Street is two stories; the brick second floor is articulated with a long strip window, and the concrete ground floor contains loading entrances at the southern end and pedestrian openings at the northern end, with infilled openings in between. The portion of the building along 41st Avenue is one story, and the north façade is mostly a blank concrete wall with one pedestrian opening and a few slit windows at the western end of the façade. At the eastern end, the building sets back from 22nd Street and contains two loading docks beneath a concrete canopy.

The entire block bounded by 41st Avenue, Queens Plaza North, and 22nd and 23rd Street contains a vacant parcel enclosed by chain-link fencing (see **Figure 8-42**).

Overall, the pedestrian experience in Inland Subara 1 is not pedestrian friendly. Half of the subarea consists of a vacant parcel, the hotel is set far back from the street without an active ground floor, and the art storage facility and industrial building have ground floors that are mostly blank except for loading docks. However, the subarea does include a short stretch of the Queensboro Bridge Greenway that runs along Queens Plaza North.

Natural Features and Open Space

The only natural resources in Inland Subarea 1 are street trees, the plantings adjacent to the art storage facility, and the plantings along the Queensboro Bridge Greenway.

Visual Resources

There are no visual resources located in Inland Subarea 1, although the Queensboro Bridge approach borders the subarea to the south. Views north continue for long distances with no prominent points of interest. There are some limited views west and southwest over the vacant parcel from 23rd Street, of the Silvercup sign located in Industrial Subarea 1 and some buildings in Midtown Manhattan. Views east contain tall residential buildings to the southeast of the primary study area. Views west on 41st Street are of the Queensbridge Houses, located across 21st Street in the secondary study area. Views west on Queens Plaza North are short and of the Queensbridge Houses and an entrance ramp to the Queensboro Bridge.

SECONDARY STUDY AREA

The secondary study area extends approximately ¼ mile from the primary study area, terminating in the west at the East River waterfront. The secondary study area generally extends north to 37th Avenue, east to Sunnyside Yards, and south to 51st Avenue. The secondary study area is developed with a mix of older low-rise industrial and residential buildings and newer mid-rise residential and commercial buildings, and it includes a large NYCHA development and two clusters of tall buildings in Downtown Long Island City and Queens West (see **Figure 8-4**). The secondary study area is part of the same street grid as the primary study area with the addition of two notable streets, Jackson Avenue that runs at an angle through Hunters Points and Downtown Long Island City, and Center

Boulevard that has a curved north-south axis through the Queens West portion of Hunters Point.

See **Figure 8-3** for a photo key and **Figures 8-43 through 8-51** for photographs of the secondary study area.

QUEENSBRIDGE HOUSES

The NYCHA Queensbridge Houses occupies a large site in the northern portion of the secondary study area between Queens Plaza North, 21st Street, 40th Avenue, and Vernon Boulevard, and those streets organize the site into six large parcels. The complex consists of 29 six-story apartment buildings grouped on each parcel around interior open areas. The brick-clad buildings are set back from the streets behind enclosed lawns, and they have long, angled footprints with projecting sections (see view 73 of **Figure 8-43**). Paved paths run through the site, and the interior open areas contain lawns, plazas, playgrounds, and basketball courts. Two one-story buildings are also located in the development on 41st Avenue—the Jacob A. Riis Settlement House and a Police Athletic League facility—and the residential buildings on 41st Avenue contain ground-floor retail, including restaurants and a supermarket. The grounds of the Queensbridge Houses are densely covered with trees. A section of the Queensboro Bridge Greenway runs along the southern edge of the Queensbridge Houses as part of the Queens Waterfront Greenway.

The 20-acre Queensbridge Park is located on the East River shoreline west of the Queensbridge Houses. The topography of the park gently descends toward the river, and a waterfront esplanade with benches runs along the shoreline. The park contains winding paths, lawns, barbecuing areas, bathroom facilities, playgrounds, ballfields, handball courts, water play areas, benches, and picnic tables. The park is densely planted with trees.

The Queensboro Bridge is located between the primary study area and the Queensbridge Houses and Queensbridge Park. It is a two-span, through cantilever truss bridge. The main span bridges the East River from Manhattan to Roosevelt Island; the second span bridges the river from Roosevelt Island to Queens. The steel superstructure of the bridge stands on four piers of rusticated granite, one each in Manhattan and Queens and two on Roosevelt Island. The bridge has two roadways, an upper and a lower deck. The bridge approach on the Queens side consists of steel frame structures stiffened below the lower roadway. The Queens-side granite piers are located inland from the shoreline and on the east side of Vernon Boulevard between Queens Plaza South and Queens Plaza.

Visual Resources in this portion of the secondary study area include Queensbridge Park, views from the park of the East River, Roosevelt Island, and Manhattan, and the Queensboro Bridge. Views through the Queensbridge Houses are relatively short due to intervening buildings, but the tops of some of the tall buildings in Downtown Long Island City are visible in views southeast from some locations, such as from 41st Avenue between 10th and 12th Streets.



View southwest on 21st Street from 40th Avenue **73**



View northeast on Jackson Avenue from 44th Drive **74**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-43



View west at Jackson Avenue and Thomson Avenue **75**



Courthouse Square and New York State Supreme Court, Queens County, Long Island City Branch, view southeast from Jackson Avenue **76**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-44



View northwest at 11th Street and 46th Avenue **77**



View northwest at 11th Street and 46th Road **78**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-45



View west in Hunters Point Community Park **79**



MoMA PS1, view southwest at 21st Street and 46th Avenue **80**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-46



View north on Vernon Boulevard from 50th Avenue **81**



View west in Murray Playground **82**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-47



Hunters Point Community Park, view southeast on 48th Avenue from 5th Street **83**



View north on Center Boulevard at 47th Avenue **84**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-48



View west at Center Boulevard and 46th Avenue **85**



View northwest at 5th Street and 49th Avenue **86**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-49



View west at 5th Street and 46th Road **87**



View north in Gantry Plaza State Park **88**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-50



View east along Anable Basin from Gantry Plaza State Park **89**



View north from Gantry Plaza State Park at mouth of Anable Basin **90**

Urban Design and Visual Resources
Secondary Study Area

Figure 8-51

RAVENSWOOD

For the purposes of this analysis, the Ravenswood neighborhood is defined as the portion of the secondary study area north of 40th Avenue and west of 21st Street. This portion of the secondary study area is primarily developed with one- to two-story non-descript brick industrial buildings with façades that contain large loading entrances. It also includes a gas station, car washes, some two- and three-story residential buildings, parking lots enclosed by chain-link fencing, and a large number of recently constructed hotels. The hotels range in height from 108 feet (11 stories) to 162 feet (16 stories), and they are set back from the street behind combined widened sidewalks and parking lots, massed without upper floor setbacks, and clad in either brick or metal and glass. The Ravenswood portion of the secondary study area also includes the two-story brick- and stone-clad Queens Public Library at Long Island City at the northwest corner of Vernon Boulevard and 38th Avenue and the three-story brick P.S. 111 Jacob Blackwell School on the east side of 13th Street between 37th and 38thAvenues. The school property also includes outdoor recreational and parking facilities on 38th Avenue and Vernon Boulevard that are enclosed by chain-link fencing. Wood utility poles carry overhead transmission lines through the area, and there are scattered clusters of street trees.

There are no visual resources in the Ravenswood portion of the secondary study area. Views north and east continue for long distances with no prominent points of interest, and views south are short, terminating at the Queensbridge Houses. Views west include the tall stacks of the Ravenswood Power Generation Station located on the East River waterfront outside the secondary study area, with tall buildings on Roosevelt Island and in Midtown Manhattan visible in the distance.

DUTCH KILLS

The Dutch Kills portion of the secondary study area is defined as the area generally north of the primary study area and east of 21st Street. It is developed with a mix of industrial, residential, hotel, and community facility buildings, as well as parking lots. Ground-floor retail is common throughout the area along with clusters of street trees, and wood utility poles that carry overhead transmission lines.

The northern portion of the block that is partially located in Industrial Subarea 2 in the primary study area includes a three-story self-storage warehouse and a gas station on Vernon Boulevard and one-story non-descript brick industrial buildings on 22nd and 23rd Streets. A Con Edison substation occupies the entire block between 38th and 39th Avenues and 22nd and 23rd Streets.

The east side of 23rd Street across from Inland Subarea 1 is developed with a 21-story residential building that also fronts on Queens Plaza North and 24th Street and is clad in brick and metal, massed with upper floor setbacks and balconied sections, and has ground-floor storefronts; a one-story brick industrial building; a three-story brick apartment building designed with bay windows and a projecting cornice; a nine-story brick apartment building with balconies and a ground-floor storefront; a ten-story metal-clad residential building massed without setbacks; and a 17-story (212-foot-tall) residential building at the southwest corner of 23rd Street and 41st Avenue (see **Figure 8-42**). That building is clad in masonry, metal, and glass and massed as a tall tower set back above a six-story base, and it contains ground-floor retail spaces. The east side of 23rd Street across from Industrial Subarea 2 is developed with a six-story brick-clad residential

building at the northeast corner of 23rd Street and 41st Avenue, that contains upper floor balconies and large windows on the ground floor where there are retail spaces; three parcels that are used for parking and enclosed by chain-link fencing; two one-story brick auto repair buildings; two two-story brick industrial buildings with one having a ground-floor storefront; and two four-story brick apartment buildings.

The residential buildings throughout the remainder of the Dutch Kills portion of the secondary study area are interspersed among one- to three-story brick industrial buildings, hotels, schools and religious buildings, and parking lots. These residential buildings consist of two- and three-story attached row houses, two- and three-story single-family detached ~~homes~~houses, and 6- to 10-story apartment buildings with ground-floor storefronts. The taller apartment buildings are typically clad in brick and articulated with upper floor balconies. At the eastern end of the secondary study area at Queens Plaza North and 41st Avenue is a group of tall buildings consisting of: a 30-story (328-foot-tall) hotel massed as a glass-clad tower and set back above a low-rise base; a 16-story (171- foot-tall) brick-clad hotel massed without setbacks; a 12-story older brick- and stone-clad office building with a ziggurat massing of multiple upper floor setbacks that has been converted to residential use; a 24-story terra cotta-clad residential building that has a triangular footprint, rounded corner, and no upper floor setbacks; and a 64-story (728-foot-tall) mixed commercial and residential building that is massed as a tall, glass-clad curved tower that is set back above a low-rise base and set back from an older 10-story brick- and stone-clad office building.

The two hotels and the 64-story building face Dutch Kills Green, a 0.33-acre open space located at the intersection of Queens Plaza North, 29th Street, 41st Avenue, and Northern Boulevard. It contains paved paths, benches, planted areas, and trees. The Queensboro Bridge Greenway runs alongside Queens Plaza North through the Ravenswood portion of the secondary study area.

There are no visual resources located in the Ravenswood portion of the secondary study area. Views through the area continue for long distances with no prominent points of interest.

DOWNTOWN LONG ISLAND CITY

The Downtown Long Island City portion of the secondary study area is defined as the area between the primary study area and Sunnyside Yards and extends north from Hunters Point to 41st Avenue. As described in Chapter 2, “Land Use, Zoning and Public Policy,” this area contains the Court Square section of Long Island City, which, along with the waterfront area near Gantry State Park and the Queens West Development (southwest of the primary study area), is among the most densely developed portions of the secondary study area, with many high-rise residential and commercial buildings. As noted above, Jackson Avenue runs at an angle through Hunters Point and Downtown Long Island City. It is a wide two-way street with multiple travel lanes, turn lanes, and some curbside parking lanes. Planted concrete medians divide the northeast-bound lanes from the southwest-bound lanes. The elevated No. 7 subway spans over Jackson Avenue at 23rd Street, and there is an elevated subway station (Court Square) on 23rd Street just north of Jackson Avenue. At the northeast corner of the two streets, a glass-enclosed escalator bank connects a below-grade station entrance from Jackson Avenue to the elevated station. Downtown Long Island City also includes three below-grade

substations serving multiple subway lines. The elevated entrance/exit ramp to the Queensboro Bridge runs through the area north of 43rd Avenue.

Downtown Long Island City is developed with multiple building typologies at various scales, although it is predominantly characterized by high-rise residential and commercial buildings along Jackson Avenue and Queens Plaza South (see view 74 of **Figure 8-43** and view 75 of **Figure 8-44**). It also includes mid-rise residential buildings and older three- and four-story residential buildings, one- and two-story commercial and industrial buildings, and two- to four-story institutional buildings. The mid-rise and low-rise buildings tend to be clad in brick, while the high-rise buildings tend to be clad in glass. The high-rise residential and commercial towers range in height from 214 feet (18 stories) to 760 feet (67 stories), and they tend to be massed as towers set back above mid-rise bases, but the use of angled façades and vertical recesses create a variety of building forms. The 633-foot-tall glass-clad One Court Square Building rises for much of its full height without upper floor setbacks, but it is set back from the streets and a surrounding plaza, and vertical recesses pull back the building corners.

Street trees are plentiful throughout this portion of the secondary study area, and there are numerous small open spaces that include: One Court Square Plaza at the base of the One Court Square building on Jackson Avenue and 44th Drive, which contains a landscaped plaza with seating, a street clock, and a grove of birch trees (see view 75 of **Figure 8-44**); Court Square Park on Jackson Avenue between Thomson Avenue and Court Square West, which is a landscaped plaza with seating and a fountain; McKenna Triangle at Jackson Avenue, Court Square, and 45th Avenue, which is a small, landscaped triangle with benches and trees; Rafferty Triangle at 44th Drive, Hunter Street, and Crescent Street, which includes planted areas, benches, chess tables, a playground, and trees; Hunter Street Park, located partially underneath the Queensboro Bridge ramp at Hunter Street and 27th Street, which is a landscaped triangle with seating, trees, and a Citi Bike dock; and Sundial Park at Hunter Street, Crescent Street, and 44th Road, which is a landscaped triangle with seating and a sundial.

The New York State Supreme Court, Queens County, Long Island City Branch building and Court Square Park are a visual resource in Downtown Long Island City. The courthouse is a brick and stone Beaux Arts style building set far back from Jackson Avenue behind Court Square Park. It is a free-standing structure raised above a wide flight of stone stairs, and the primary façade is designed with a columned, stone entrance portico, windows with heavy, stone enframements, stone pilasters, and projecting stone cornices (see view 76 of **Figure 8-44**). The side façades copy the window treatments and cornices, and a copper-clad cupola crowns the building.

Views through this portion of the secondary study area are long on Jackson Avenue, but vary on other streets due to the street grid, and views in all directions include tall buildings. Some views west on 44th Road and 44th Drive include distant, partially obscured views of the Midtown Manhattan skyline.

HUNTERS POINT

For the purposes of this assessment, the Hunters Point portion is the southern portion of the secondary study and is generally defined as the area bounded by the East River, Davis Street, and Crane Street. This section of Long Island City is primarily residential and, except for the Queens West neighborhood that contains high-rise buildings along

the waterfront, it is developed with one- to four-story buildings. Jackson Avenue, described above, runs at a northeast-southeast angle through Hunters Point. Center Boulevard, the western-most street within the study area, is a 100-foot-wide north-south street with two-way traffic, curbside parking, and a bike lane on each side of the street. Center Boulevard has decorative crosswalks with stone pavers at the entrances to Gantry State Park.

The area between 5th Street and Sunnyside Yards, south of 45th Avenue, contains the greatest mix of uses in the study area with low- and mid-rise residential buildings interspersed among low-rise commercial or manufacturing buildings. Residential buildings include older two- and three-story row houses clad in brick, wood shingle, or siding, and more recent four- to 11-story apartment buildings that are clad in brick or contain sections of metal and concrete facing (see **Figure 8-45** and view 79 of **Figure 8-46**). A number of the row houses and older apartment buildings are set back from the street and accessed by stoops. The more recent and taller apartment buildings frequently have balconies and some upper floor setbacks. Many of the residential buildings fronting on Vernon Boulevard and Jackson Avenue contain ground-floor retail. Community facilities in this area include the Museum of Modern Art (MoMA) PS1 contemporary art museum, located in a former three-story school building near 46th Avenue and 21st Street and St. Mary's Roman Catholic Church, located on Vernon Boulevard near 49th Avenue (see view 80 of **Figure 8-46** and view 81 of **Figure 8-47**). Street trees are common in this portion of the secondary study area, and there are a number of open spaces.

The 2.52-acre John F. Murray Playground occupies the full block bounded by 11th Street, 45th Street, 21st Street and 45th Avenue. A large athletic field with synthetic turf, two basketball courts and two handball courts occupy the western end of the playground (see view 82 of **Figure 8-47**). The athletic field and courts are surrounded by tall fencing. The eastern portion of the park is developed with walking paths with decorative pavers, mature trees, a small amphitheater with tiered benches, landscaping, and a grassy area. A playground with metal play equipment and a water play area occupy the center of the park. Another large open space is Hunter's Point Community Park, which occupies the southern side of 48th Avenue between Vernon Boulevard and 5th Street. It contains a playground at 5th Street, multiple tennis and basketball courts in the middle of the park, and an elevated eastern end at Vernon Boulevard that contains a picnic area with sun awnings, a lawn, amphitheater-style seating, and trees (see view 79 of **Figure 8-46** and view 83 of **Figure 8-48**). In addition, many trees are planted in the 48th Avenue sidewalk along the park frontage. Smaller open spaces include Hunter's Point Dog Park across Vernon Boulevard from Hunter's Point Community Park, Andres Grove on 49th Avenue between Vernon Boulevard and 5th Street, which contains a seating area, playground, benches, and planted areas, and the landscaped Short Triangle at Jackson Avenue, 45th Road, and 23rd Street.

Visual resources in the portion of Hunters Point east of 5th Street include John F. Murray Playground, Hunter's Point Community Park, Saint Mary's Roman Catholic Church, and MoMA PS1. The two parks are primarily visible in their immediate vicinity, but they offer large, open spaces with greenery. The church, located at the southeast corner of Vernon Boulevard and 49th Avenue, is a brick-clad structure with three raised entry bays on Vernon Boulevard. It features a centered belfry with a long, metal-clad steeple that rises approximately 76 feet in height. The distinctive steeple can be seen for long distances

along Vernon Boulevard, including from within the primary study area as described above, and above intervening buildings on some east-west cross streets that include 48th and 50th Avenues. MoMA PS1 fronts on 21st Street, 46th Road, and 46th Avenue. It is a three-story brick, stone, and terra cotta former school. It is designed in the Romanesque Revival style and ornamented with a rusticated base, arched windows, peaked gables, carved terra cotta ornament, and a four-story corner tower with an open loggia. The tower and gables can be seen along 21st Street, and the tower can be seen from 46th Avenue west of the building until Vernon Boulevard. Views in this portion of the secondary study area continue for long distances. On Vernon Boulevard, the Queensboro Bridge is visible in the distance, and other views north and east include tall buildings in Downtown Long Island City. Views south continue for long distances with no prominent points of interest. Views west include the tall residential buildings of Queens West with partially obscured buildings in Midtown Manhattan visible farther in the distance. From John F. Murray Playground, there are views west over intervening buildings of the Midtown Manhattan skyline, as well as tall residential buildings in Queens West.

The southwest portion of the study area is defined by the modern high-rise residential buildings and public open space of Queens West and Gantry Plaza State Park. The Queens West development, located along Center Boulevard, a curved north-south street, consists of residential towers that range in height from 18 stories (approximately 205 feet) to 42 stories (approximately 432 feet), with many over 30 stories (approximately 330 feet) (see view 84 of **Figure 8-48** and view 85 of **Figure 8-49**). In addition, these buildings tend to have large footprints ranging from approximately 22,000 to 89,000 square feet, and they typically rise from a base of approximately seven stories. Cladding materials include brick, concrete, metal, and glass, and tower forms are varied through angled and recessed façades and projecting and recessed balconies. Most of the Queens West buildings have active ground floors with retail and restaurants. Some of the buildings contain commercial space and/or parking on their lower levels. In addition, four buildings on the east side of Center Boulevard have attached parking garages that extend to 5th Street—the 393-foot-tall building between North Basin Road and 46th Avenue, the 319-foot-tall building between 47th Avenue and 47th Road, the 377-foot-tall building between 47th Road and 48th Avenue, and the 42-story building between 48th and 49th Avenues (see view 86 of **Figure 8-49**). Queens West also includes schools and a library. Attached to the 426-foot-tall building on the east side of Center Boulevard between 46th Avenue and 46th Road is the 5-story Intermediate School component of P.S. 78. The school is clad in multi-colored brick with factory-like windows along its north (46th Avenue) façade, a raised and covered entrance on 5th Street, and a small playground at the base of the south façade. The Primary School component of P.S. 78 is located within the 420-foot building that occupies the full block bounded by Center Boulevard, 48th and 49th Avenues, and 5th Street. The free-standing Queens Public Library at Hunters Point is located on the west side of Center Boulevard between 47th Road and 48th Avenue. It is a six-story building with a narrow rectangular footprint, concrete cladding, and large windows of various sizes and shapes. Queens West also includes wide sidewalks, street trees, connections to the waterfront and Gantry Plaza State Park, plazas, and active ground floor uses.

This portion of the secondary study area includes two large open spaces, the Queens West Sports Field and Gantry Plaza State Park. The Queens West Sports Field is located between 5th Street, 47th Avenue, Center Boulevard, and the pedestrian-only

continuation of 46th Road on the south side of the P.S. 78 Intermediate School. The 1.86-acre open space contains a large synthetic-turf field with movable goals, built-in concrete bleacher seating, and two metal buildings that contain storage and public restrooms (see view 87 of **Figure 8-50**). The field is enclosed by a low concrete wall and tall metal fencing. Just north of the field, a wide walkway with decorative pavers, a landscaped area, dog run, and trees aligns with 46th Road and provides access to the athletic field and serves as a connection to the waterfront esplanades and Gantry Plaza State Park.

Gantry Plaza State Park, located along the East River between Anable Basin and 50th Avenue, is a 12-acre park that contains waterfront esplanades, piers with benches and designated fishing areas, benches and decorative seating, open green spaces, a playground, a historic Pepsi-Cola sign and former pier gantries, decorative lighting, trees, and landscaping (see view 88 of **Figure 8-50**). Gantry Plaza State Park extends along the southern edge of Anable Basin to 5th Street with a gravel path, seats, and landscaping, and at the mouth of the basin, there is a paved plaza with benches and tall abstract metal sculptures (see view 89 of **Figure 8-51**). At the north end of the park, near the 46th Avenue entrance, is the Long Island City–Gantry Plaza State Park landing for the NYC Ferry service, which connects to the waterfront esplanade via a metal gangway. Entrances to the park are provided via wide pedestrian pathways with decorative pavers, lighting, and landscaping on~~at~~ each of the east-west streets.

The primary visual resource in the Queens West portion of the secondary study area is the East River. Gantry Plaza State Park provides close and expansive views of the river and the East River vista that includes Manhattan, Roosevelt Island, and the Queensboro Bridge. The northern end of Gantry Plaza State Park includes unobstructed views of Anable Basin and the Waterfront Subarea of the primary study area (see **Figure 8-51**). Views of the East River from inland vary due to intervening buildings and distance, especially from east of 5th Street. Along Center Boulevard, there are visual and physical connections to the waterfront between the tall buildings on the west side of the road; however, views of the river from Center Boulevard are limited at these connections due to landscaping and the topography of Gantry Plaza State Park. There are no views of Anable Basin beyond North Basin Road and the intersection with 5th Street.

Within Gantry Plaza State Park, the Pepsi-Cola sign and the former pier gantries are both historic visual resources. The Pepsi-Cola sign, located between the alignment of 46th Avenue and 46th Road within the park, faces west toward the East River and Manhattan. The tallest letters, the upper-case P and C rise four stories (approximately 44 feet). The painted letters and Pepsi bottle are illuminated by neon lights that outline the words and bottle. The sign can be seen from various points along the waterfront esplanade and the public piers within Gantry Plaza State Park, Roosevelt Island, and the Manhattan waterfront. The gantries are located at the southern end of the park between the alignment of 48th Avenue and 50th Avenue. The two gantries rise approximately 52 to 56 feet and are constructed of metal with an open X-frame with an enclosed trolley and girder. The gantries are painted with the words “Long Island” facing the East River and Manhattan. The gantries can be seen from various points along the waterfront esplanade, the piers within Gantry Plaza State Park, from Center Boulevard between 47th and 50th Avenues within the study area, and from Roosevelt Island and the Manhattan waterfront.

VIEWS FROM ROOSEVELT ISLAND AND MANHATTAN

The southern portion of Roosevelt Island provides unobstructed views across the East River of the Waterfront Subarea and the waterfront portions of the secondary study area. From Franklin D. Roosevelt Four Freedoms Park, views east include the full length of Anable Basin and the one-story industrial buildings on its north, east, and south sides, the six-story DOE Building at Vernon Boulevard and 44th Drive, the three-story Con Edison Learning Center on Vernon Boulevard, the tall buildings along the East River within the Queens West development-in particular those located on Center Boulevard at North Basin Road and 46th Avenue, the Pepsi-Cola Sign, and Gantry Plaza State Park. Longer views from Franklin D. Roosevelt Four Freedoms Park include the tall buildings located at Court Square in the secondary study area. Views east from South Point Park are similar to those from Franklin D. Roosevelt Four Freedoms Park.

Views east from Manhattan across the East River are also considered as part of this analysis. Pedestrian access to the East River ~~i~~on Manhattan is limited in the area across the river from the Waterfront Subarea due to the Franklin D. Roosevelt (FDR) Drive. Views are afforded from the public spaces adjacent to the United Nations, Peter Detmold Park, and Robert Moses Playground; however, these views have limited public access or are partially obscured by vegetation. Unobstructed views east are afforded from the 51st Street Pedestrian Crossing that runs along the East River from East 51st Street to near East 54th Street and from the elevated East Midtown Greenway that runs north overwater along the shoreline from East 54th Street. From the pedestrian bridge and esplanade along the East River near East 51st Street and from the East Midtown Greenway, the tall buildings along the Queens waterfront can be seen over the top of the Smallpox Hospital Ruins on Roosevelt Island. Because the buildings in the Waterfront Subarea are low-rise buildings, they are not visible beyond the ruins and Franklin D. Roosevelt Four Freedoms Park. From other vantage points along the shoreline, the Waterfront Subarea is similarly obscured by the ruins and Franklin D. Roosevelt Four Freedoms Park. Vegetation and the angle of the view further obscures views from the United Nations, Peter Detmold Park, and Robert Moses Playground.

E. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)

In the future without the Proposed Actions, it is expected that the current urban design trends and general development patterns in the primary and secondary study areas will continue. The primary study area would continue to be characterized by one- and two-story industrial and commercial buildings, two- to eight-story residential buildings, parking lots and storage areas, and vacant lots. Within the primary study area, the East River would continue to remain largely inaccessible. The only points of access would be from the 44th Drive pier, near the end of 44th Avenue, and to the southeast corner of Anable Basin. The latter two would be required to provide public open space in conjunction with redevelopment.

The secondary study area would contain a mix of older buildings, most of which are one- to four-story industrial and commercial buildings and row houses and apartment buildings, and newer residential, commercial, and hotel buildings that range in height from six to 67 stories

As detailed in Chapter 2, "Land Use, Zoning and Public Policy," in the No Action condition, development in the primary study area is expected to include as-of-right construction on projected development sites and other planned development. Twenty-seven of the 52 projected development sites are expected to be redeveloped, enlarged, or converted to a new use consistent with existing zoning. The massing and scale of the new developments would be generally comparable to existing buildings. As described above, two tall residential towers are currently under construction on 23rd Street in the primary study area. In addition, 26 sites in the secondary study area are expected to undergo development in the No Action condition (see Figure 2-8 in Chapter 2, "Land Use, Zoning and Public Policy").

PRIMARY STUDY AREA

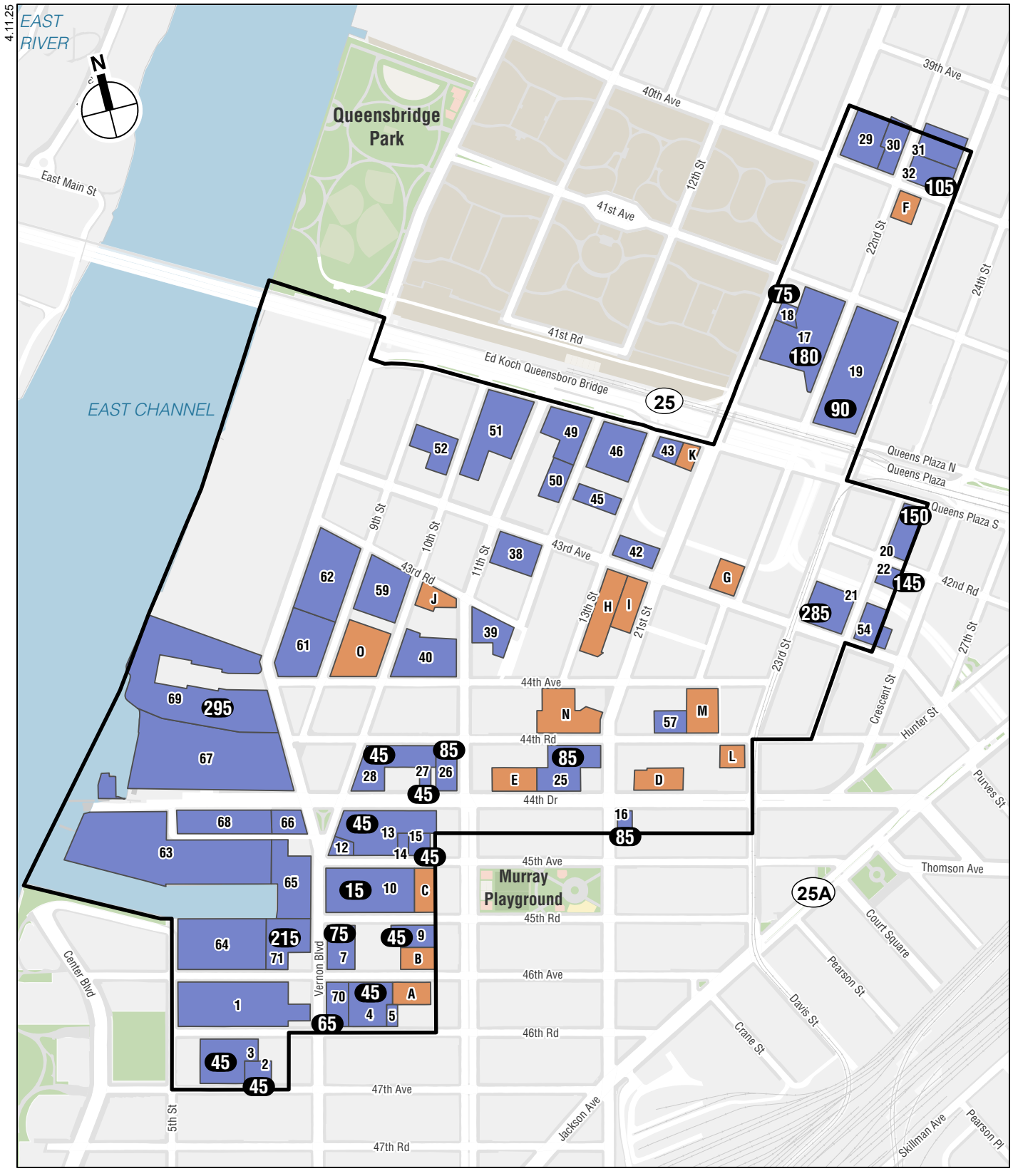
URBAN DESIGN

Under the No Action condition, some development would occur on underutilized sites and vacant land throughout the primary study area, with most development concentrated in three of the four Inland Subareas. As noted above, 27 of the 52 projected development sites are expected to be redeveloped, enlarged, or converted to a new use. Fourteen of those 27 projected development sites are expected to be developed with manufacturing or warehouse uses, and 12 are expected to be developed with residential use. All of the residential developments would also be expected to contain retail, with three also containing office uses. In addition, three of the 27 projected development sites are expected to be developed with office and retail uses. Building heights would be expected to range from 15 feet to 295 feet as shown on **Figure 8-52**.

In the Waterfront Subarea, the large vacant parcel on the west side of Vernon Boulevard between the DOE Building and the Con Edison Learning Center is expected to be developed with two large, 295-foot-tall mixed-use buildings containing residential and retail space. A second, 215-foot-tall residential building (186 dwelling units) is expected to be developed in the Waterfront Subarea on the west side of Vernon Boulevard at 45th Street (where a four-story industrial building is currently being demolished as noted above). These two developments would increase the residential density in the Waterfront Subarea, which mostly contains industrial and transportation/utility uses, and provide buildings with active ground floors. In addition, the southernmost block in the Waterfront Subarea would be redeveloped with two 45-foot-tall manufacturing buildings on 47th Avenue.

Only one as-of-right development is expected to occur on one of the projected development sites in the Industrial Subareas. The vacant parcel on the north side of 40th Avenue between 22nd and 23rd Streets in Industrial Subarea 2 is expected to be developed with industrial space. Overall, the urban design trends and general development patterns in the two Industrial Subareas would continue as in existing conditions.

In Inland Subareas 1, 2, and 3, as-of-right development is expected to occur on 21 of the projected development sites under the No Action condition, and these as-of-right developments are expected to include a mix of residential, commercial, and industrial space developed in accordance with existing zoning. Some of the existing parking lots



No Action Condition
As-of-Right Development Building Heights

and vacant parcels would be developed, and existing manufacturing buildings would be demolished or converted to residential and commercial buildings.

In Inland Subarea 1, the full-block vacant parcel and the midblock vacant parcel are expected to be developed with office and retail buildings with heights of 75, 90, and 180 feet, consistent with the hotel and storage buildings in that subarea and with the industrial and commercial buildings on the two blocks to the north of 41st Avenue in Industrial Subarea 1. Residential, industrial, and commercial developments are expected in Inland Subarea 2, including a 285-foot-tall development on the north side of 43rd Avenue between 23rd and 24th Streets, and in the southern portion of Inland Subarea 3 where current zoning permits residential use. Developments with warehouse and office uses are expected in the northern portion of Inland Subarea 3. Overall, these new developments would continue the trend of new residential and commercial buildings located among low-rise industrial buildings, and they would increase the number of active ground-floors throughout the Inland Subareas.

In addition, two residential towers are currently under construction in Inland Subarea 2 as described above. A 44-story residential tower is under construction on the south side of 42nd Road between 23rd and 24th Streets, and an approximately 753-foot-tall residential building is currently under construction on the southern half of the block bounded by 43rd Avenue, 44th Road, and 23rd and 24th Streets.

VISUAL RESOURCES

Views in the primary study area are not expected to change substantially in the No Action condition as new development on the projected development sites would include conversion of existing buildings and construction of new buildings on existing blocks, with no changes to the street grid and no new parks and open spaces. Development in the No Action condition under existing zoning would be consistent with the general height and massing of existing buildings in the primary study area. However, the new residential development expected to be constructed on the large vacant parcel on the west side of Vernon Boulevard in the Waterfront Subarea would block adjacent views west from Vernon Boulevard and views west on 44th Road of the Midtown Manhattan skyline. Additionally, the expected commercial and retail development of the full-block vacant parcel in Inland Subarea 2 would block some limited views west and southwest over the parcel from 23rd Street and 41st Avenue of buildings in the Midtown Manhattan skyline.

Long views along the wide 44th Drive would remain but would include new buildings that would be developed on parking areas in the No Action condition. Views west would continue for long distances with buildings composing the Midtown Manhattan skyline remaining prominent in the view corridor, and views east would continue for long distances with tall residential and commercial buildings in Downtown Long Island City prominent in the distance.

SECONDARY STUDY AREA

As described in Chapter 2, “Land Use, Zoning and Public Policy,” there are a total of 25 sites expected to be developed in the No Action condition in the secondary study area (see Figure 2-8 and Table 2-13b). These developments will predominately be residential buildings with retail space and some will also include medical office uses. Two of the residential developments will also include manufacturing space. The largest residential

development will be in Hunters Point, at the northwest corner of 5th Street and 50th Avenue. One site in Hunter's Point will be developed with community facility space, and two sites will be developed with hotels, one near Queens Plaza and another north of Queensbridge Houses where there are a number of existing hotels. Most of the No Action developments in the secondary study area are concentrated in Downtown Long Island City around Queens Plaza, just east of Inland Subarea 1 and Inland Subarea 2. The remainder of the development sites are dispersed throughout Hunters Point, south of Inland Subarea 3, and Dutch Kills. These developments will be consistent with the broad variation in the urban design character that already exists throughout the secondary study area, and the concentration of development in Downtown Long Island City will continue the existing urban design pattern and development trend of tall residential and commercial buildings in that neighborhood. The large residential building at 5th Street and 50th Avenue will be in keeping with the tall residential buildings of Queens West.

F. THE FUTURE WITH THE PROPOSED ACTIONS (WITH ACTION CONDITION)

PRIMARY STUDY AREA

As detailed in Chapter 1, "Project Description," the New York City Department of City Planning (DCP) is proposing a series of land use and zoning actions that would affect approximately 54 blocks on Long Island City's East River waterfront and upland manufacturing-zoned neighborhoods. The Proposed Actions would encourage new mixed-use, residential, commercial, community facility, and light industrial development, and the creation of new publicly accessible waterfront open space with enhanced connectivity between the waterfront and upland neighborhoods.

The Proposed Actions would facilitate the development of mixed-use buildings with residential, commercial, community facility and light industrial space at higher densities along the waterfront and in upland areas where such uses may not be currently permitted. The Proposed Actions would promote the redevelopment of underutilized properties, expand the City's housing supply, and activate the streets and public realm in the primary study area. The City Map changes and modifications to the Northern Hunters Point Waterfront Access Plan (WAP) would create new streets and facilitate the creation of connected waterfront open spaces along the East River and Anable Basin.

The modified WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to Anable Basin from surrounding neighborhoods and to address unique conditions along Anable Basin and the East River waterfront. The WAP would also modify requirements and standards for public access to expand the neighborhood's public space amenities, facilitate vibrant public spaces, and improve coastal resiliency and local ecology.

The proposed changes to the City Map would rationalize the street network, create the framework for a new open space along the East River, and enhance circulation along the waterfront. This would accomplish a long-held community goal of connecting Gantry State Park to the south to Queensbridge Park to the north, while allowing new buildings to provide ~~homes~~ residential dwellings and much-needed neighborhood services.

The zoning controls would concentrate density in areas near transit nodes, such as the Court Square-23rd Street and Queensboro Plaza subway stations in Inland Subareas 1 and 2. At the waterfront and adjacent upland areas, the Proposed Actions would include bulk controls to maintain visual access to the water, create a dynamic skyline, and complement surrounding contexts. In locations, such as Inland Subarea 2, the proposed bulk controls would have base heights and building heights that respond to existing street widths and neighborhood context and respect the prevailing built scale. As shown ~~in~~ in **Figure 8-53**, projected buildings under the Reasonable Worst-Case Development Scenario would range in height from 95 feet to 1,175 feet. **Figures 8-55** through **8-75** show comparative No Action and With Action comparison massings in illustrative views of the primary study area. These views are keyed to the map shown on **Figure 8-54**.

To enhance walkability and vibrancy, the Proposed Actions would include streetscape requirements to control for quality urban design.

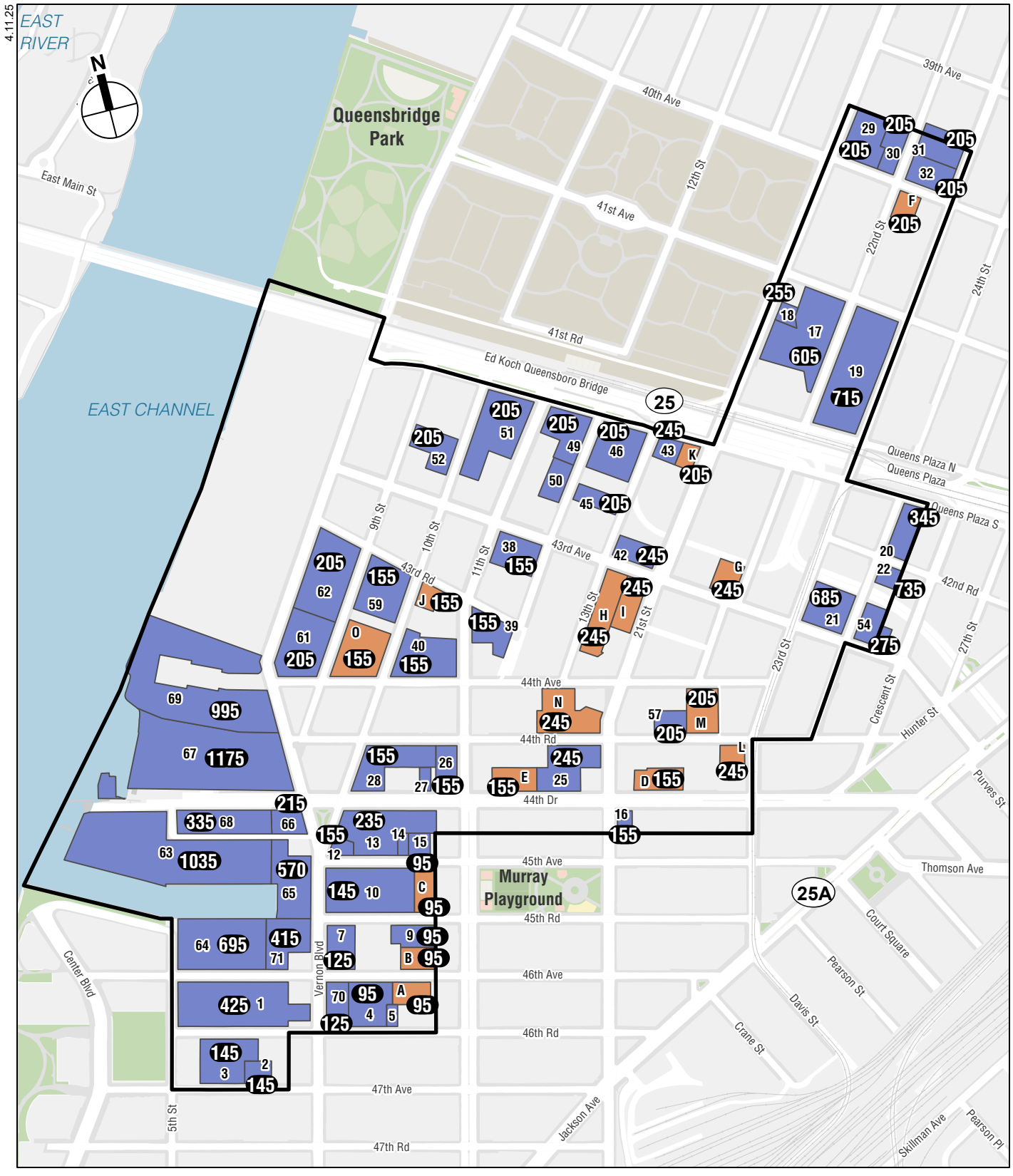
WATERFRONT SUBAREA

Urban Design

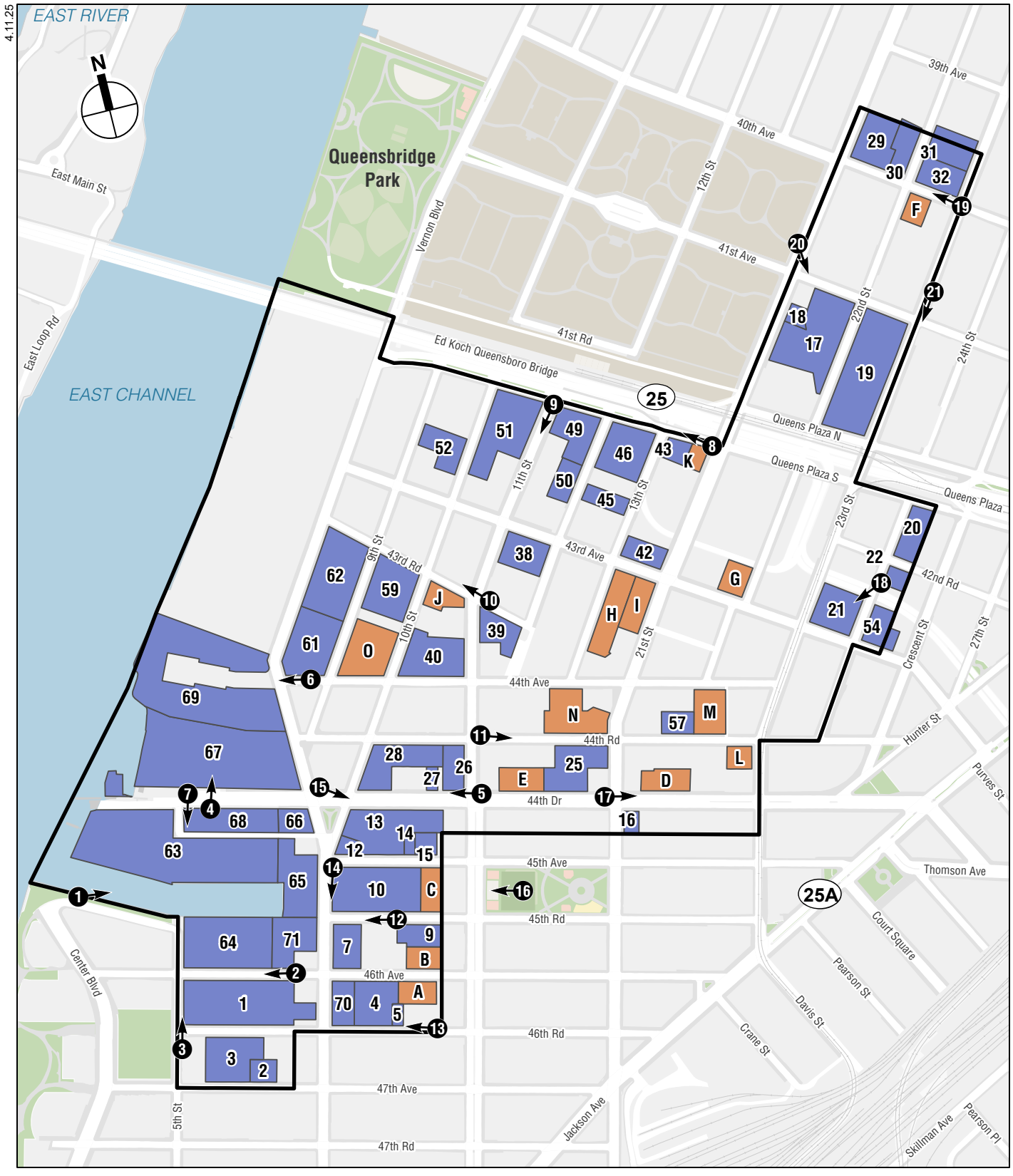
M1-5A/R8A districts are proposed for portions of four blocks along the East River waterfront currently mapped as an M1-4 district (see Figure 1-8). An M1-5A/R8 district is a mixed-use district that pairs an M1-5A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R8 district, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. Mixed-use buildings in an M1-5A/R8 district would be permitted a maximum base height ranging from 105 to 125 feet, above which the building must be set back and may rise to a maximum height ranging from 215 to 435 feet (with no maximum height along waterfront parcels). A building setback of 10 feet would be required on wide streets and 15 feet on narrow streets. The projected development in the subarea that would be mapped M1-5A/R8 includes Sites 1, 66, 68, and 67.

M1-6A/R9 districts are proposed for approximately two blocks surrounding Anable Basin and one block that includes the vacant parcel on Vernon Boulevard between the DOE building and the Con Edison Learning Center currently mapped as M1-4 districts (see Figure 1-8). An M1-6A/R9 district is a mixed-use district that pairs an M1-6A district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, a high-density residential district that allows residential uses and community facility uses. Mixed-use buildings in an M1-6/R9 district would be permitted a maximum base height ranging from 85 to 125 feet, above which the building must be set back but would not have a maximum building height. A building setback of 10 feet would be required on wide streets, 15 feet on narrow streets, and 30 feet from areas with a shore public walkway. The projected development in the subarea that would be mapped M1-6A/R9 include Sites 63, 64, 65, 69, and 71.

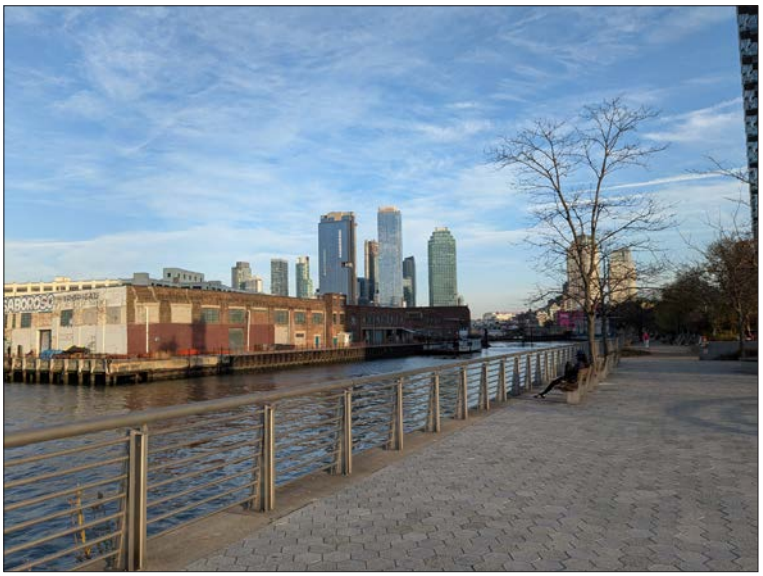
A M1-3A/R7X district is proposed for an area between 47th Avenue to the south, 46th Road to the north, a point 100 feet west of Vernon Boulevard to the east, and the midblock between 5th Street and Vernon Boulevard 400 feet west of Vernon Boulevard (see Figure 1-8). An M1-3A/R7X district is a mixed-use district that pairs an M1-3A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with



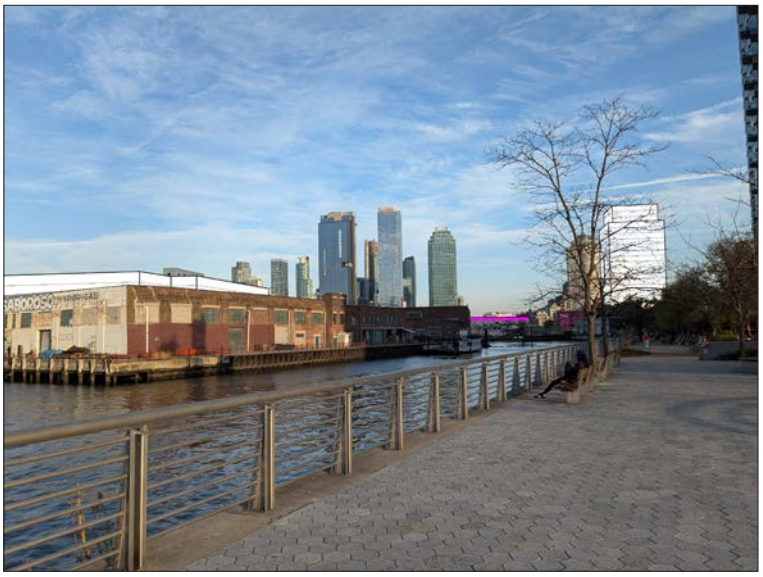
With Action Condition
Projected Development Building Heights



Viewpoint Map
Proposed Conditions



Existing **1**



No Action **2**



Projected and Potential Developments

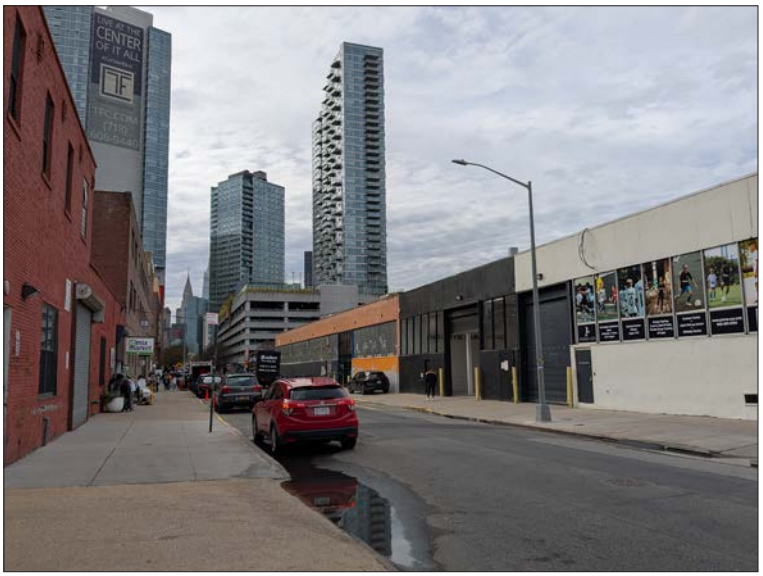
Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Industrial

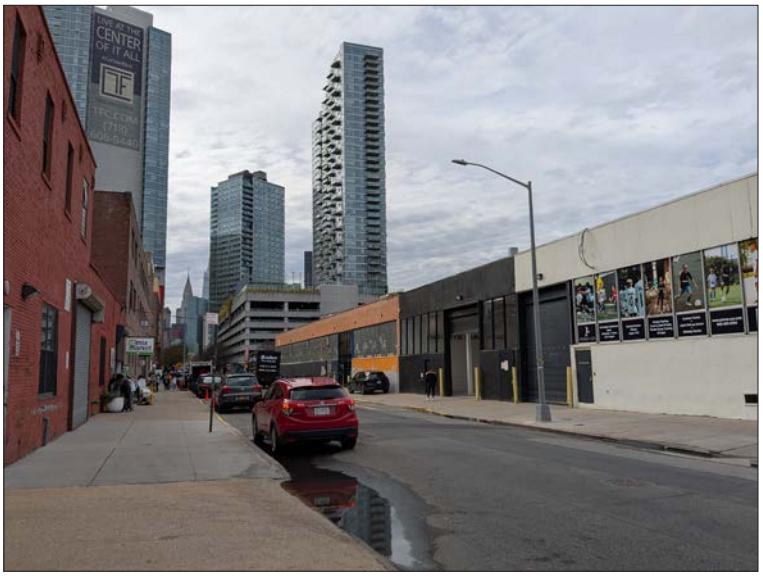
With Action **3**

Comparison Massings - View 1 - View east from the south side of Anable Basin within Gantry Plaza State Park

Existing **1**



No Action **2**



With Action **3**



Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massings - View 2 - View west on 46th Avenue between Vernon Boulevard and 5th Street



Existing **1**



No Action **2**



Projected and Potential Developments

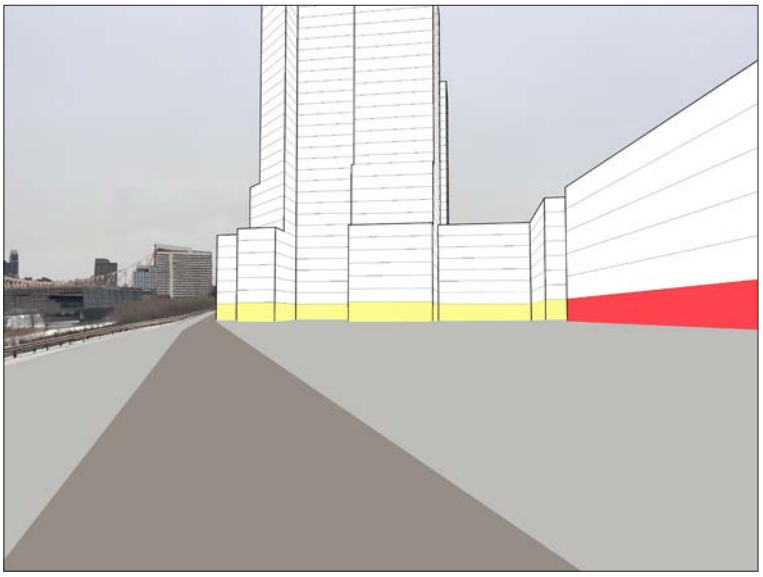
Non-residential Ground Floor: Commercial

3

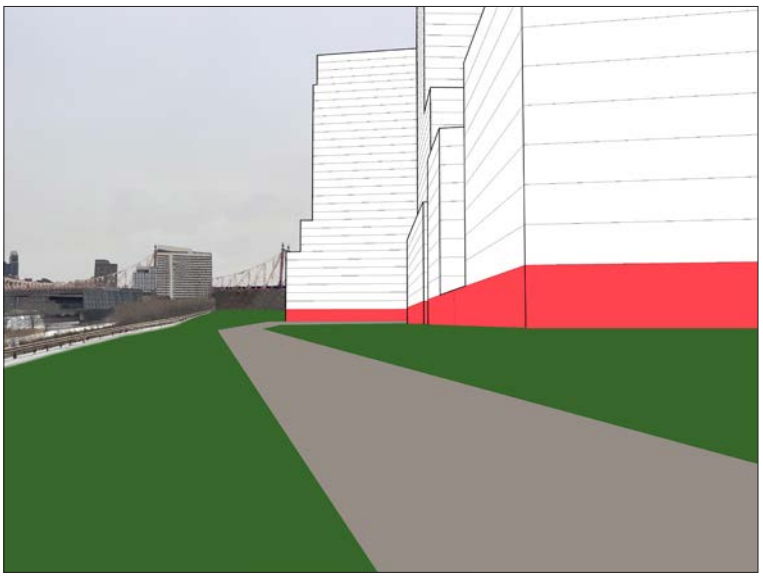
Comparison Massings - View 3 - View north on 5th Street between 46th Road and 47th Avenue



Existing **1**



No Action **2**



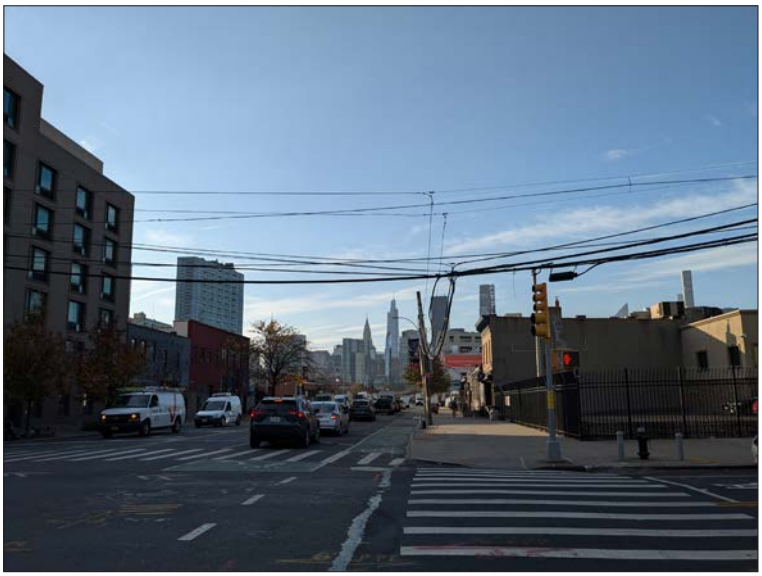
With Action **3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Residential Ground Floor

Comparison Massings - View 4 - View north on 44th Drive between Vernon Boulevard and 5th Street



Existing **1**



No Action **2**



With Action **3**

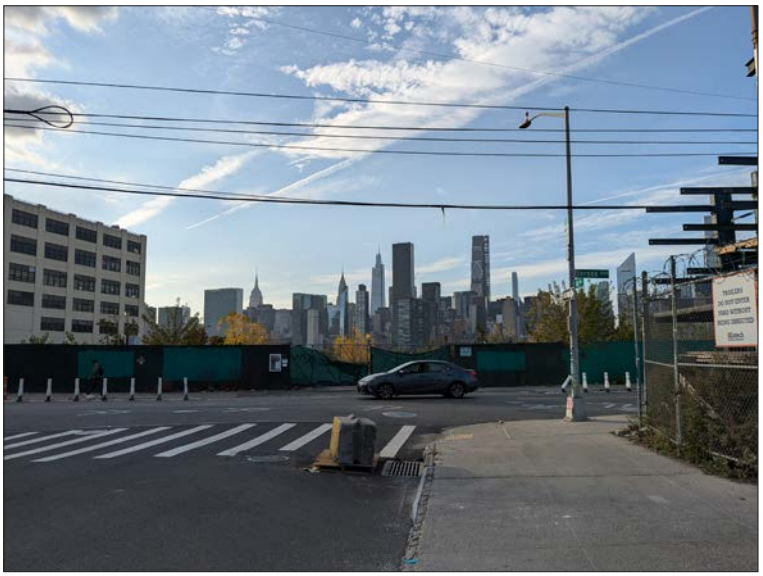
Projected and Potential Developments

Non-residential Ground Floor: Commercial

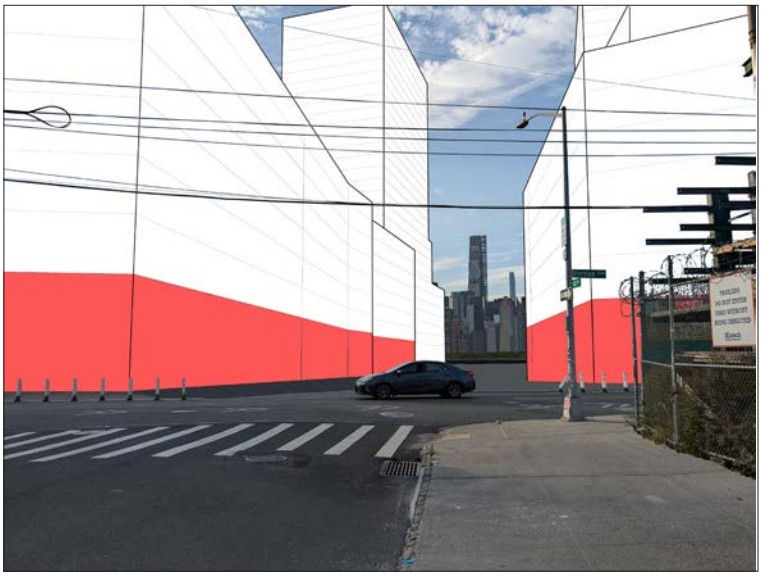
Non-residential Ground Floor: Industrial

Comparison Massings - View 5 - View West on 44th Drive from 11th Street

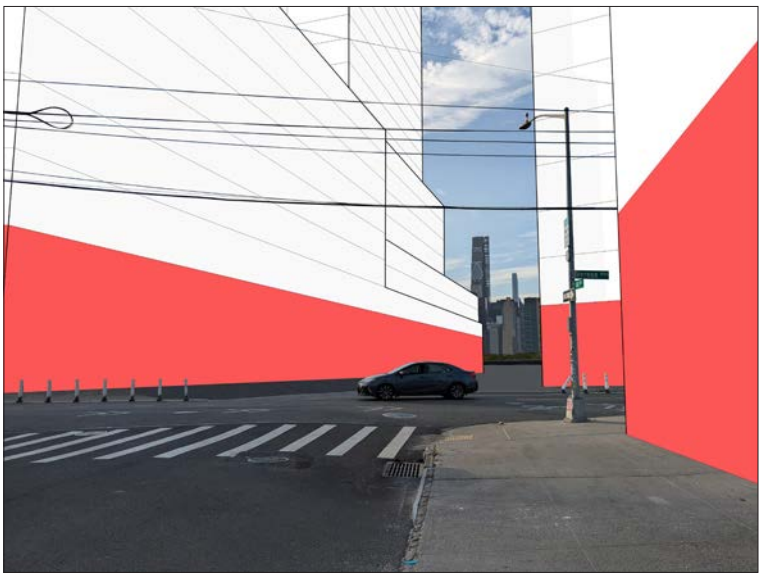
Figure 8-59



Existing **1**



No Action **2**



With Action **3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massings - View 6 - View west on 44th Avenue from 9th Street

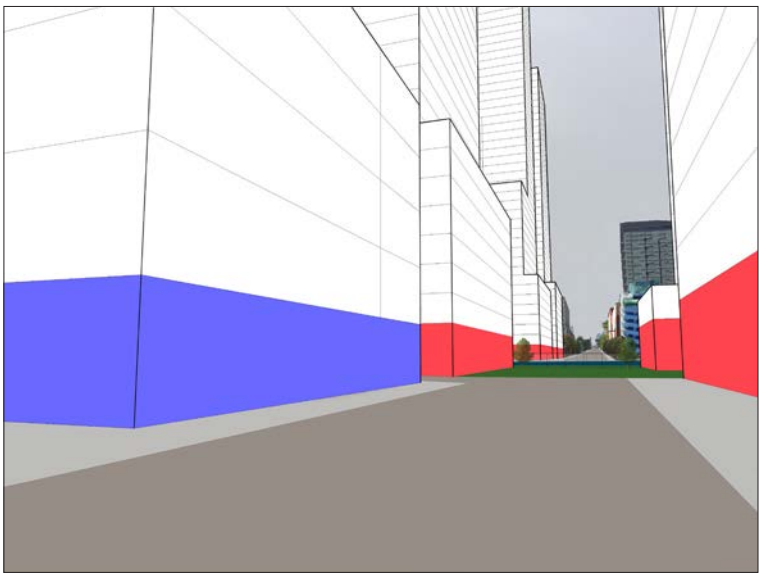
Figure 8-60



Existing **1**



No Action **2**



Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Community Facility

With Action **3**

Comparison Massings - View 7 - View south at Vernon Boulevard and 5th Street Street

Figure 8-61



Existing **1**



No Action **2**



With Action **3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Industrial

Comparison Massings - View 8 - View northwest on Queens Plaza South from 21st Street

Figure 8-62



Existing **1**



No Action **2**



With Action **3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Industrial

Comparison Massings - View 9 - View southwest on 11th Street from Queens Plaza South

Figure 8-63



Existing **1**



No Action **2**



With Action **3**

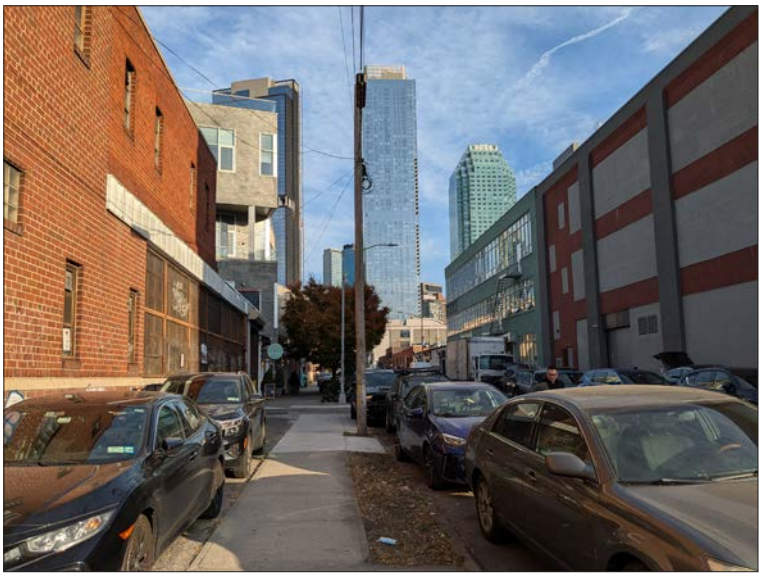
Projected and Potential Developments

Non-residential Ground Floor: Commercial

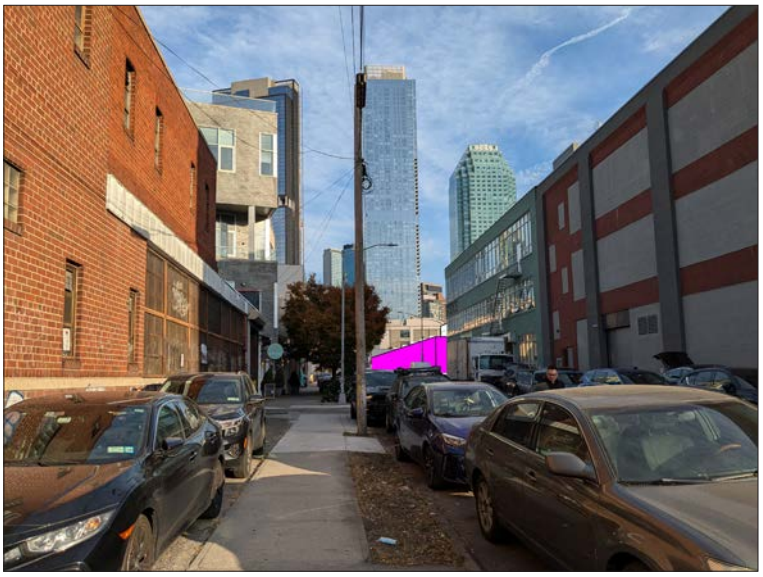
Non-residential Ground Floor: Industrial

Comparison Massings - View 10 - View northwest on 43rd Road from 11th Street

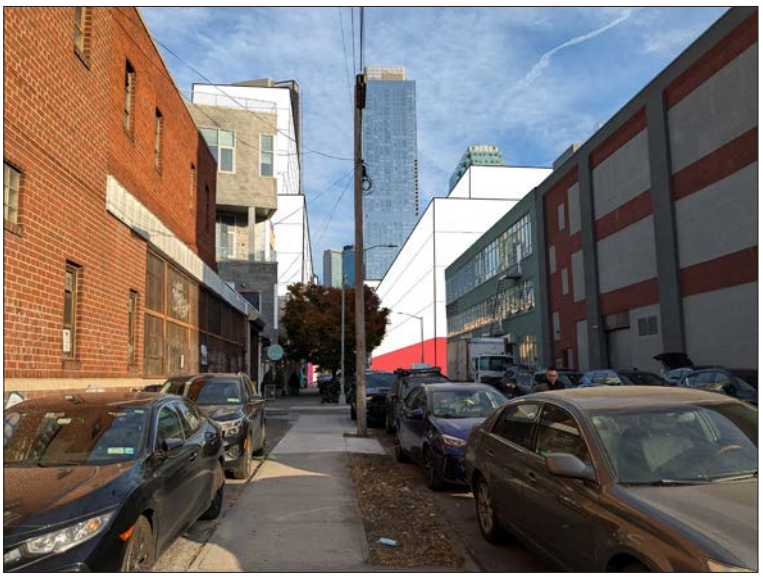
Figure 8-64



Existing **1**



No Action **2**



With Action **3**

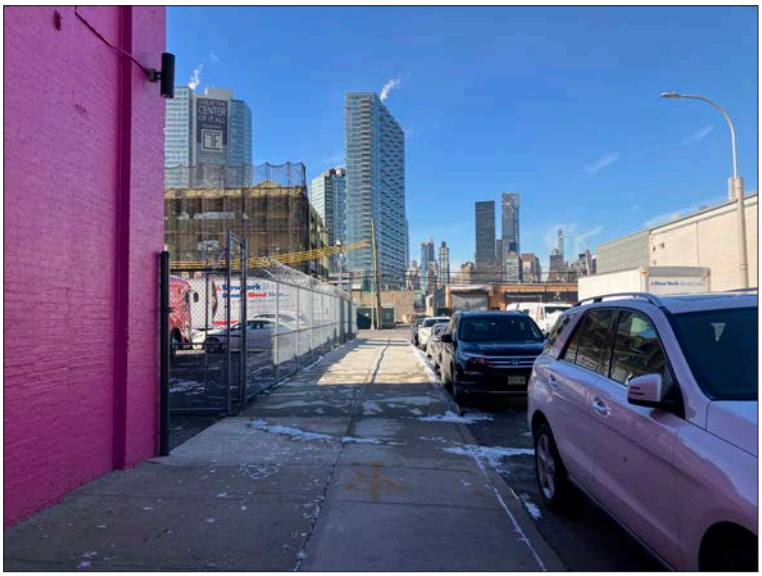
Projected and Potential Developments

Non-residential Ground Floor: Commercial

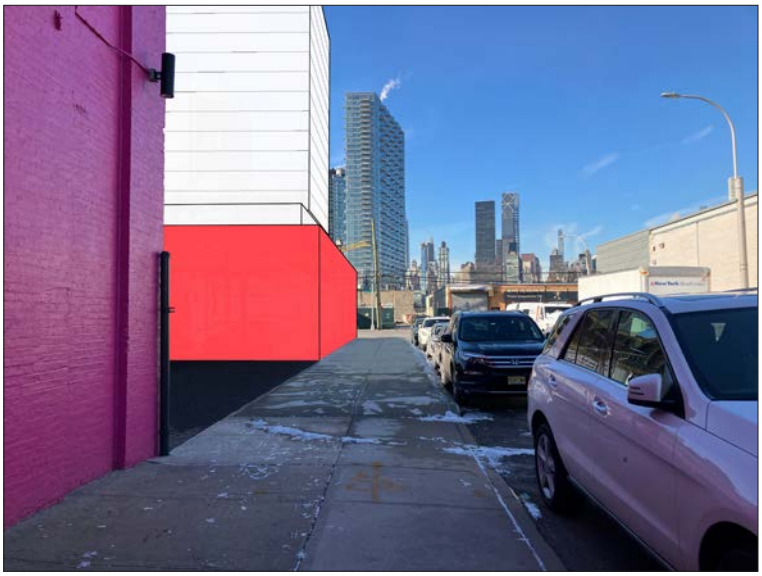
Non-residential Ground Floor: Industrial

Comparison Massings - View 11 - View east on 44tth Road from 11th Street

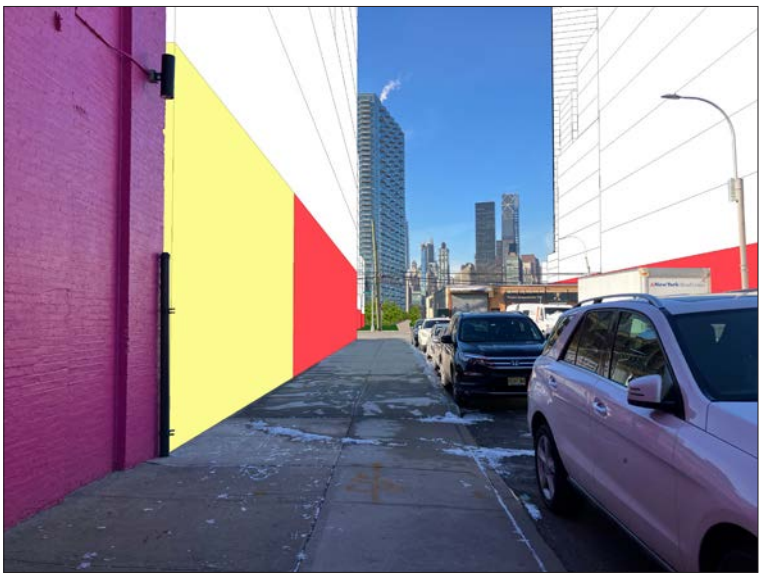
Figure 8-65



Existing **1**



No Action **2**



With Action **3**

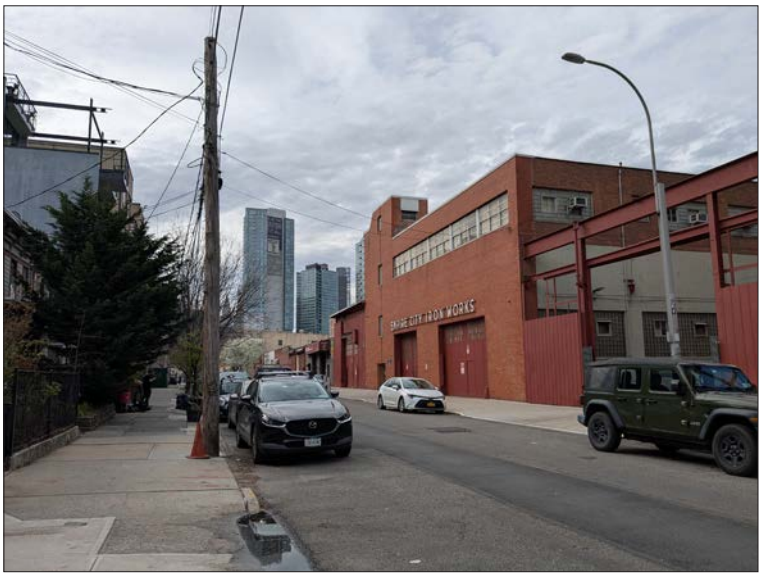
Projected and Potential Developments

Non-residential Ground Floor: Commercial

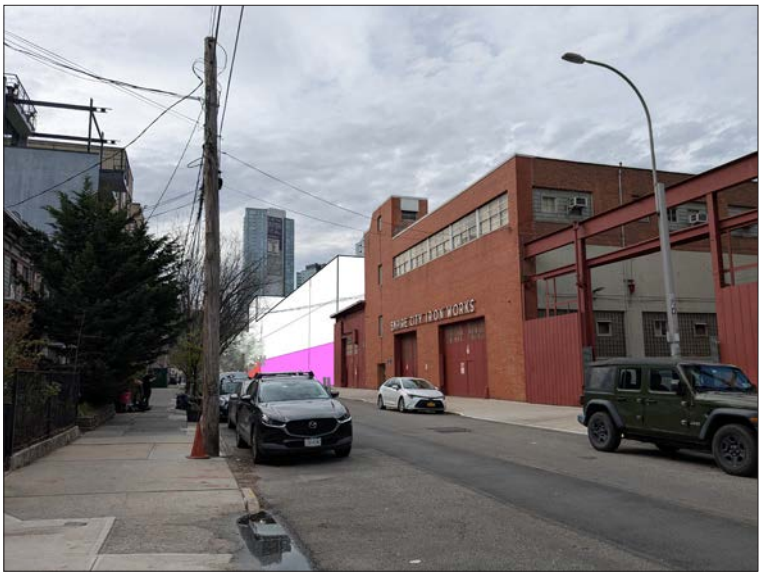
Residential Ground Floor

Comparison Massings - View 12 - View west on 45th Road between 11th Street and Vernon

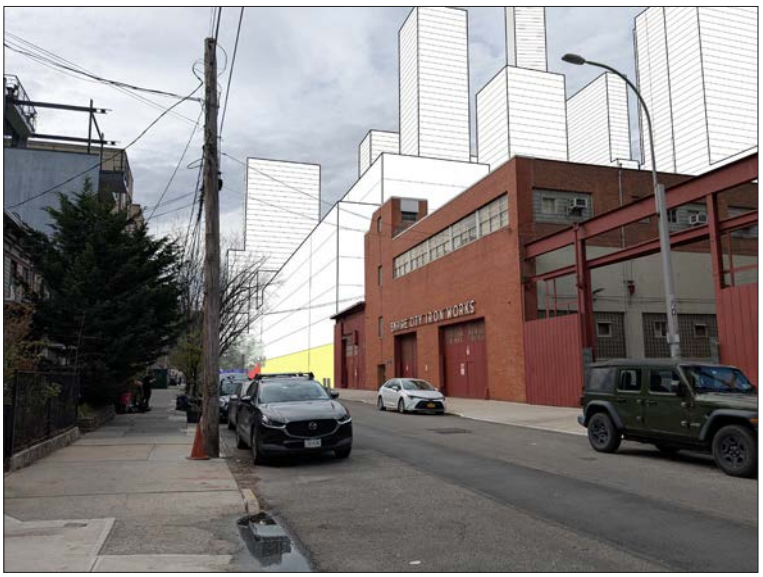
Figure 8-66



Existing **1**



No Action **2**



With Action **3**

Projected and Potential Developments

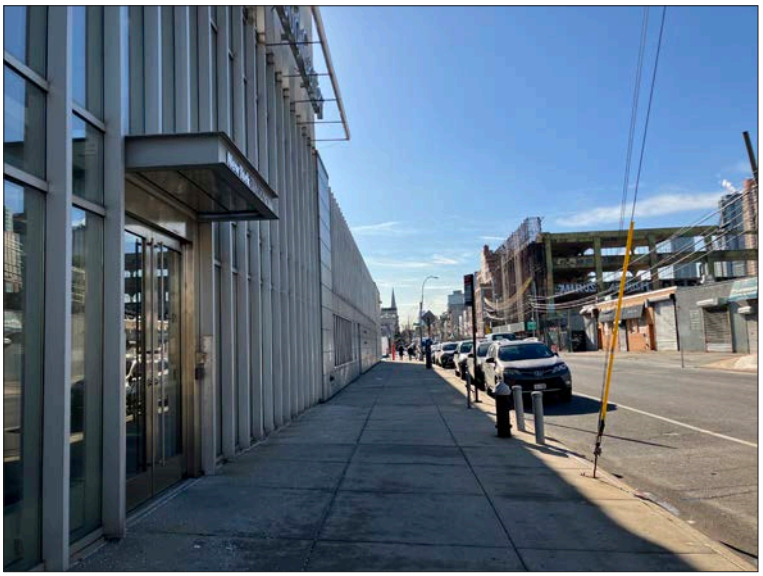
Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Industrial

Residential Ground Floor

Comparison Massings - View 13 - View west on 46th Road between 11th Street and Vernon

Figure 8-67



Existing **1**



No Action **2**



Projected and Potential Developments

Non-residential Ground Floor: Commercial

3

Comparison Massings - View 14 - View south on Vernon Boulevard from 45th Avenue



Existing **1**



No Action **2**



With Action **3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

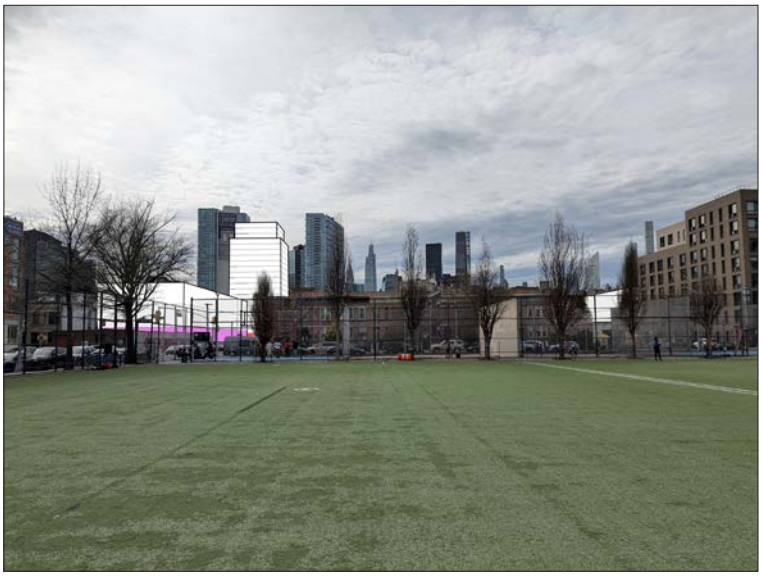
Non-residential Ground Floor: Industrial

Comparison Massings - View 15 - View southeast at 44th Drive and Vernon Boulevard

Figure 8-69



Existing **1**



No Action **2**



With Action **3**

Projected and Potential Developments

Non-residential Ground Floor: Industrial

Residential Ground Floor

Comparison Massings - View 16 - View west from Murray Playground

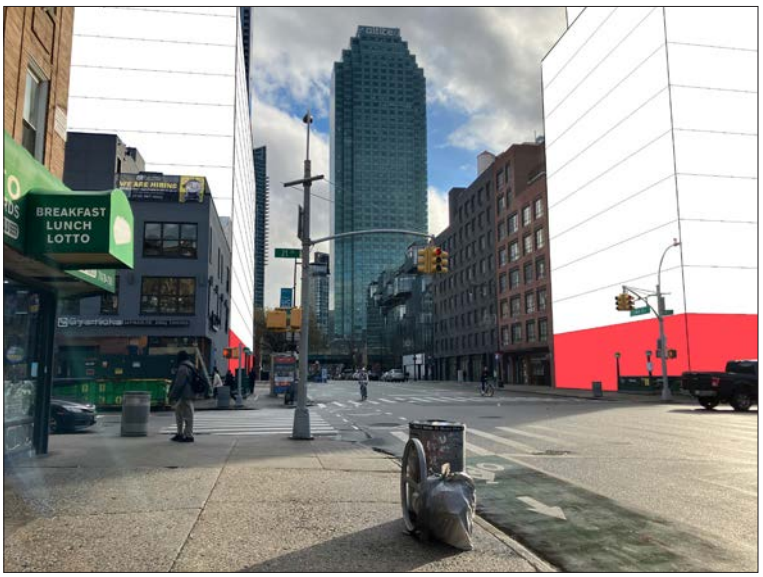
Figure 8-70



Existing **1**



No Action **2**

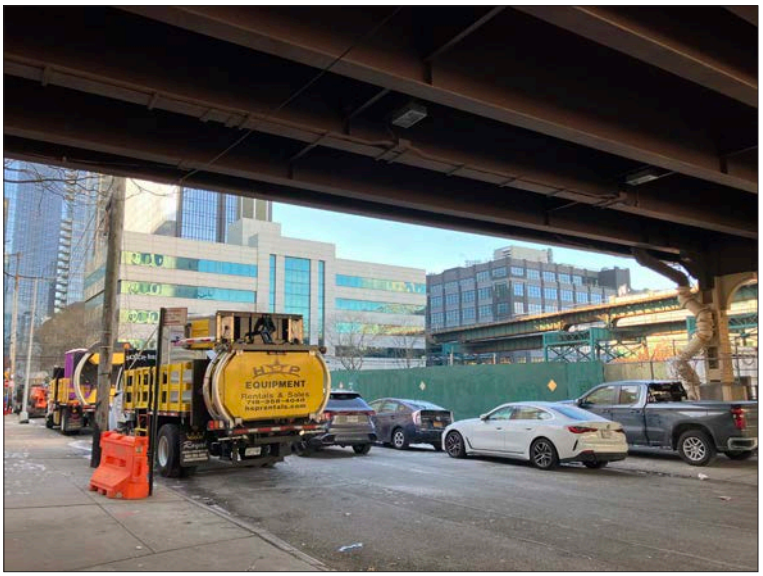


Projected and Potential Developments

Non-residential Ground Floor: Commercial

With Action **3**

Comparison Massings - View 17 - View east on 44th Drive from 21st Street



Existing **1**



No Action **2**



3

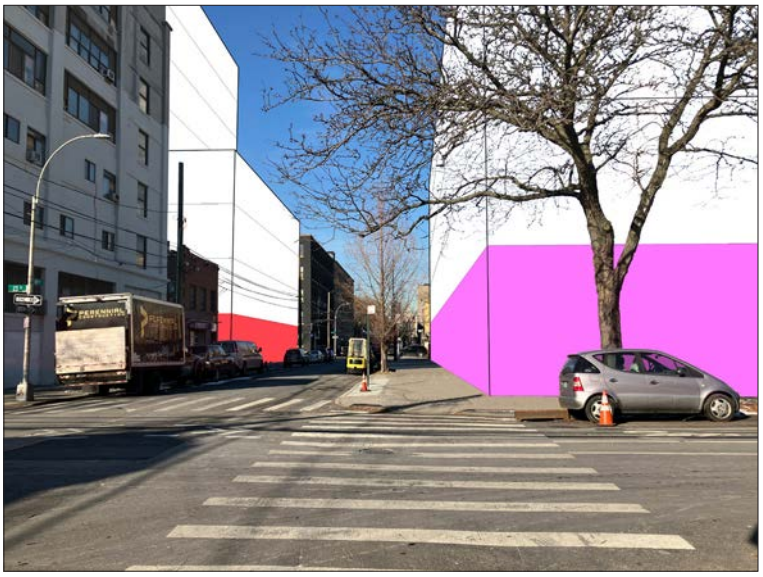
Projected and Potential Developments

Non-residential Ground Floor: Commercial

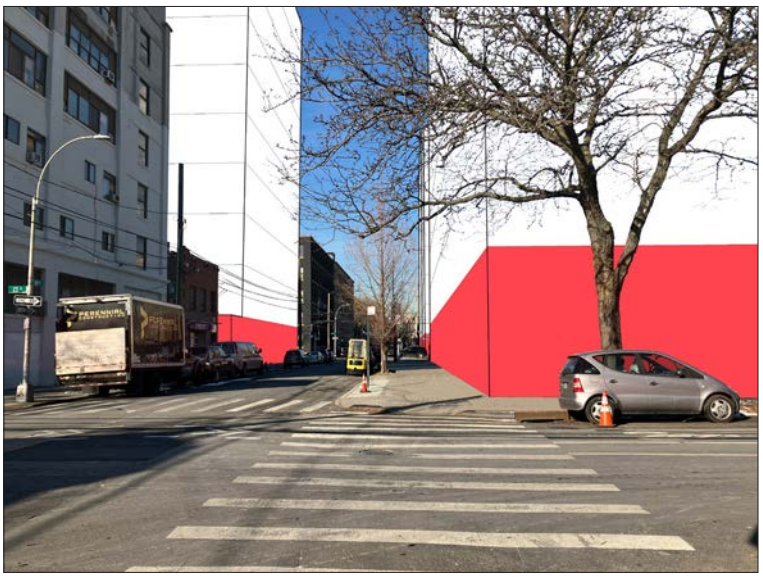
Comparison Massings - View 18 - View southwest on 24th Street between 42nd Road and 43rd Avenue



Existing **1**



No Action **2**



With Action **3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Industrial

Comparison Massings - View 19 - View Northwest on 40th Avenue from 23rd Street

Figure 8-73



Existing **1**



No Action **2**



Projected and Potential Developments

Non-residential Ground Floor: Commercial

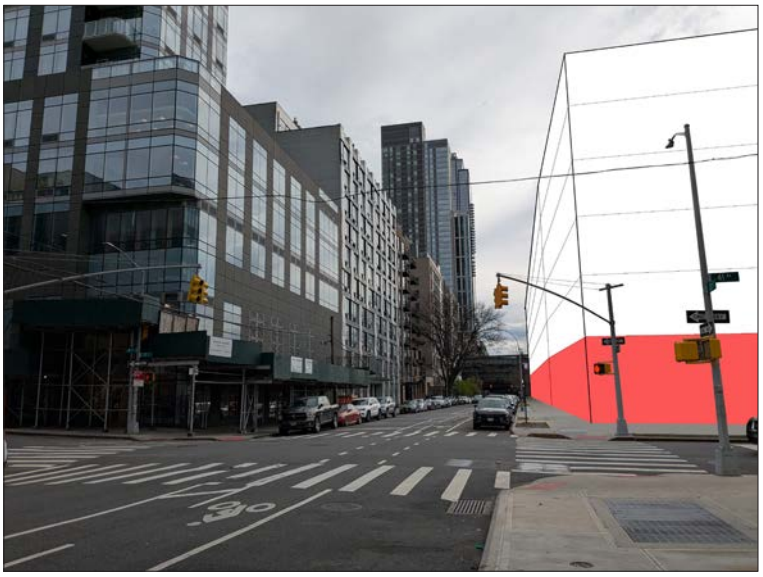
With Action **3**

Comparison Massings - View 20 - View southwest at 41st Avenue and 21st Street

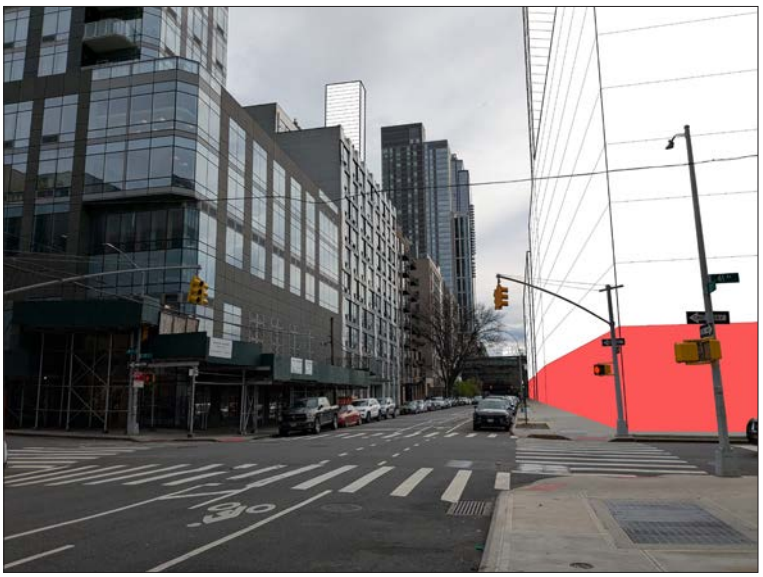
Figure 8-74



Existing **1**



No Action **2**



With Action **3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massings - View 21 - View southeast on 23rd Street from 41st Avenue

an R7X district, a medium-density contextual residential district that allows residential uses and community facility uses. M1-3A/R7X districts permit a maximum residential FAR of 6.0, when mapped with inclusionary housing, an FAR for community facility uses up to 5.0, and an FAR for commercial and industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum base height of 105 feet, above which the building must be set back, and may rise to a maximum height of 145 feet, with a maximum of 14 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The projected development in the subarea that would be mapped M1-3A/R7X includes Sites 2 and 3.

In addition, along the waterfront, bulk regulations would be revised to create a zoning envelope that is appropriate for the specific conditions along Long Island City's waterfront. As shown in Table 1-3, "Existing and Proposed Bulk Controls" in Chapter 1, "Project Description," maximum base heights for buildings within the waterfront subdistrict would be modified for an enhanced pedestrian experience and to respond to the unique context of Anable Basin and the surrounding street network. A modified transition zone between base and tower would be established so that bulk can be distributed in a way that breaks up the vertical plane of a tower, while maintaining visual corridors to the waterfront and open views of the sky. New tower regulations would be introduced to facilitate architectural variety and a dynamic skyline, in addition to regulations that control the spacing, location, and orientation of towers. The over-arching goal is to create a building form that relates to the waterfront and establishes a distinct waterfront community.

With the Proposed Actions, the Northern Hunters Point WAP would be modified for the waterfront blocks within the subarea. The proposed modified WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address unique conditions along the Basin and the East River waterfront. The WAP would also modify requirements and standards for public access to expand the neighborhood's public space amenities, facilitate vibrant public spaces, and improve coastal resiliency and local ecology. The proposed modifications would guide the development of up to 6 acres of new, high-quality open space that would connect the waterfront with the surrounding community and provide a future connection between the existing waterfront open spaces of Gantry Plaza State Park and Queensbridge Park. The WAP would also incentivize new amenities and programming to ensure a diverse array of users can enjoy the open space. Further, the modified WAP would also require more robust shoreline elevation requirements to create a more resilient waterfront, ensuring the waterfront is accessible in the long term.

The proposed WAP requires a shore public walkway from Gantry Plaza State Park around the southern, eastern, and northern edges of Anable Basin and then north along the East River shoreline, connecting with the existing 44th Drive pier, to the northern end of the Waterfront Subarea and Queensbridge Park in the secondary study area. The proposed WAP framework would also include three upland connections to the shore public walkway around Anable Basin—one from 46th Avenue to the south side of Anable Basin, one from Vernon Boulevard at 45th Road to the east side of Anable Basin, and one from 45th Avenue at 5th Street to the north side of Anable Basin—and four upland connections west from Vernon Boulevard to the East River shoreline at 44th Avenue, one between 44th Avenue and 43rd Road, 43rd Road, and from Queens Plaza South.

The following proposed changes to the City Map would further enhance connections to the waterfront, the creation of new publicly accessible waterfront open space, and pedestrian circulation through the subarea: portions of 45th Avenue between Vernon Boulevard and 5th Street would be widened and portions of 44th Drive west of Vernon Boulevard would be demapped and subject to public open spaces requirements in the WAP. A new street would be mapped that would run north from 44th Drive along the east side of the proposed shore public walkway and expanded open space, and then run east along the approximate alignment of 44th Avenue to Vernon Boulevard.

Under the RWCDS, the Waterfront Subarea would be redeveloped with 11 projected developments containing residential, retail, school, and office space and parking. The largest development would be a 1,035-foot-tall mixed-use tower on Projected Development Site 63, which would have frontage on both Anable Basin and the East River and 44th Drive and 45th Avenue. Projected Development Site 63 would also include 1.49 acres of publicly accessible open space and an upland connection to Anable Basin. Projected Development Site 64 on the south side of Anable Basin would be developed with a 695-foot-tall mixed-use tower that would also front on 5th Street and 46th Avenue and would also include 0.57 acres of publicly accessible open space and an upland connection to Anable Basin. Projected Development Site 65 at the northeast corner of Anable Basin would be developed with a 570-foot-tall mixed-use tower and 0.27 acres of publicly accessible open space, and Projected Development Site 71 at the southeast corner of Anable Basin would be developed with a 415-foot-tall mixed-use tower and 0.08 acres of publicly accessible open space. There would be an upland connection from Vernon Boulevard to Anable Basin between Projected Development Sites 65 and 71. Waterfront yard and setback requirements would shift the towers away from the shore public walkway and Anable Basin.

On the small block bounded by Vernon Boulevard, 5th Street, 44th Drive, and 45th Avenue, Projected Development Site 66 would be developed with a 135-foot-tall mixed-use building and 0.84 acres of publicly accessible open space, and Projected Development Site 68 would be developed with a 335-foot-tall mixed-use building, which would contain a school in addition to residential units and a non-residential ground floor.

Development Site 67, which fronts on 44th Drive and the East River shoreline and is currently occupied by the DOE Building and a parking area, would be developed with a 1,175-foot-tall mixed-use building and 0.84 square feet of open space. Projected Development Site 69, the large vacant parcel on the west side of Vernon Boulevard between the DOE building and the Con Edison Learning Facility, would be developed with a 995-foot-tall mixed-use building and 1.14 acres of publicly accessible open space. As described above, in the No Action condition, Projected Development Site 69 would be developed with a 295-foot-tall mixed-use building and more modest amounts of open space.

The two southernmost blocks in the subarea would be developed with a 425-foot-tall building containing residential, retail, and community facility space on Projected Development Site 1, located on the block between 46th Avenue and 46th Road, and two 145-foot-tall residential buildings on Projected Development Sites 2 and 3 on the block between 46th Road and 47th Avenue.

These 11 projected developments would replace existing low-rise industrial and commercial buildings, parking lots, and vacant land with mixed-use buildings ranging in

height from 135 feet to 1,175 feet and 5.23 acres of publicly accessible open space. While the proposed developments would be substantially taller than existing buildings in the subarea and the four buildings that would be constructed in the No Action condition, they would be complementary to the adjacent waterfront developments of Queens West and Hunters Point South, the Long Island City core, and Manhattan's East River shoreline (see **Figures 8-55**, **8-56, and 8-57**). In addition, the proposed shore public walkway, upland connections, and supplemental public access areas would expand access to the waterfront where existing and No Action conditions include limited and disconnected access to the water. Further, the proposed street network improvements and streetscape requirements would enhance the pedestrian experience within the waterfront subarea (see **Figure 8-58**). The Proposed Actions would provide up to 6 acres of publicly accessible open space in the subarea, where the only existing open space is the 0.11-acre pier at 44th Drive. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

The Proposed Actions would maintain key waterfront views and visual resources within the Waterfront Subarea and expand physical access to the water. Although some views west from Vernon Boulevard of the Midtown Manhattan skyline seen over low-rise industrial buildings and vacant land would be blocked, views over the vacant parcel between the DOE Building and Con Edison Learning Center would be blocked in the No Action condition by as-of-right development on Projected Development Site 69.

Views west on 44th Drive would be lined by new buildings, but those new buildings would not obstruct visual access to the East River, Roosevelt Island, and portions of the Midtown Manhattan skyline (see **Figure 8-59**). Further, the proposed east-west upland connections at Queens Plaza South, 43rd Road, between 43rd Road and 44th Avenue, 44th Avenue, 45th Road, the proposed visual corridor at 45th Avenue, along with the proposed mapped street connecting 44th Avenue and 44th Drive, would maintain view corridors from Vernon Boulevard to the East River, with views of the Midtown Manhattan skyline in the distance (see **Figure 8-60**). The proposed north-south upland connections from 45th and 46th Avenues the proposed east-west upland connection at 45th Road, and the proposed visual corridor on 45th Avenue near the Vernon Boulevard intersection would provide new views to Anable Basin, which is currently only visible from within the subarea at the north end of 5th Street (see **Figure 8-61**). The Proposed Actions would most substantially result in beneficial effects on views through the creation of a network of waterfront open space that would connect the entire East River shoreline within the subarea. From the proposed shore public walkway, there would be immediate views of the East River and new views up and down the East River. The proposed shore public walkway and extension of 5th Street to the north would also provide new vantage points for unobstructed views of the Queensboro Bridge.

As no projected development is expected in the northern portion of the subarea, the Proposed Actions would not affect views of the New York Architectural Terra Cotta Works Building. Views north on Vernon Boulevard would continue for long distances, lined by a mix of new buildings and existing low-rise industrial buildings, with portions of the Queensboro Bridge visible in the distance. Projected development in the subarea, which would be located on the west side of Vernon Boulevard, would not block views south

along the street of the tall church steeple of Saint Mary's Roman Catholic Church at 49th Avenue, as the church is located on the east side of Vernon Boulevard.

Therefore, the Proposed Actions would not result in any significant adverse impacts to views and visual resources in the Waterfront Subarea.

INDUSTRIAL SUBAREA 1

Urban Design

Three proposed zoning districts would be mapped in Industrial Subarea 1.

An underlying M1-4A district is proposed for approximately 13 blocks currently mapped as an M1-4 district in the area generally bounded by 43rd Avenue to the north, 9th Street to the west, 44th Avenue to the south, and 13th Street to the east, and an area bounded by 44th Avenue to the north, 9th Street to the east, 44th Road to the south, and a point approximately 100 feet from 21st Street to the east (see Figure 1-8). An M1-4A district is a medium-density manufacturing district that supports a range of commercial and industrial uses. An M1-4A district permits a maximum community facility, commercial, and manufacturing FAR of 5.0. M1-4A districts permit a maximum base height of 125 feet and have a maximum building height of 155 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The projected development in the subarea that would be mapped M1-4 includes part of Site 25, part of Site 26, part of Site 28, and Sites 38, 39, 40, and 59.

An underlying M1-5A district is proposed for approximately 11 blocks currently mapped as an M1-4 district in the area between Queens Plaza South to the north, 44th Road to the south, Vernon Boulevard to the west, and 9th Street to the east; the area between Queens Plaza South to the north, 43rd Avenue to the south, 9th Street to the west, and 13th Street to the east; a portion of a block between 44th Road to the south and 44th Avenue to the north and between a line 200 feet from 21st Street and a line 100 feet from 23rd Street; and a portion of the block drawn at 100 feet north of 44th Avenue and 100 feet west of 22nd Street (see Figure 1-8). An M1-5A district is a medium-high-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. An M1-5A district permits a maximum community facility, commercial and manufacturing FAR of 6.5. M1-5A districts permit a maximum base height of 155 feet and have a maximum building height of 205 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The projected development in the subarea that would be mapped M1-5A includes Sites 45, 46, 49, 50, 51, 52, 57, 61, and 62.

An underlying M1-6A district is proposed for approximately 15 blocks currently mapped as M1-4 and M1-5 districts in the area between Queens Plaza South to the north, 43rd Avenue to the south, 13th Street to the west, and 23rd Street to the east; the area between 44th Avenue to the south, 43rd Avenue to the north, the midblock between 21st and 22nd Streets to the east, and 13th Street to the west; a portion of the blocks along 21st Street between 44th Avenue to the north and the midblock between 44th Road and 44th Drive to the south at an approximately 100-foot depth on the west side of 21st Street and 200-foot depth on the east side of 21st Street; a portion of a block bounded by 43rd Avenue to the north, an alley between 43rd and 44th Avenues to the south, 22nd Street

to the east, and the midblock between 21st and 22nd Streets to the west; a block bounded by 43rd Avenue to the north, 22nd Street to the west, 44th Avenue to the south, and 23rd Street to the east; and an area south of 44th Avenue, east of 23rd Street, west of the midblock between 21st and 23rd Streets, and north of the midblock between 44th Drive and 44th Road (see Figure 1-8). An M1-6A district is a high-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. An M1-6A is a high density commercial and light industrial district that permits a maximum community facility, commercial and manufacturing FAR of 8.0. M1-6A districts permit a maximum base height of 155 feet and have a maximum building height of 245 feet. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets. The projected development sites in the subarea that would be mapped M1-6A includes Sites 42, 43, and 57.

Under the RWCDS, the eighteen projected development sites in Industrial Subarea 1 would be redeveloped with large office and manufacturing buildings with commercial space, including life science space, film and media, entertainment and retail, and other light industrial uses. Buildings would range in height from 155 feet to 245 feet, and height and setback regulations would require maximum base heights of 125 feet or 155 feet and building setbacks of 10 feet on wide streets and 15 feet on narrow streets. These height and setback regulations would reduce the bulk of the new buildings at street level, and the active ground floor and transparency requirements would provide visual interest to the pedestrian.

The new buildings in the subarea would be taller than the existing buildings in the subarea, as well as the few as-of-right developments that will be constructed in the No Action condition, but they would have maximum base heights equivalent of 12 or 15 stories, above which the buildings would have to set back. They would enhance the mixed-use character of the subarea by providing new space for job opportunities, especially for Long Island City's emerging sectors (see **Figures 8-62**, **8-63**, **8-64, and 8-65**). Further, the new buildings would enhance the pedestrian experience by providing active ground floors and retail in an area with limited existing retail presence. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

As there are no visual resources in Industrial Subarea 1, the Proposed Actions would not result in adverse impacts to visual resources. The Proposed Actions would also not adversely affect views in the subarea. As many of the blocks in the subarea are not expected to be developed pursuant to the Proposed Actions, views throughout the subarea would continue to include low- to mid-rise industrial and commercial buildings. Although distant views west of the Midtown Manhattan skyline in the 44th Avenue view corridor would be partially blocked, they will similarly be partially blocked in the No Action condition by as-of-right development on Projected Development Site 69. While distant views west of the Midtown Manhattan skyline may be partially obscured in other east-west view corridors by projected development, the extent that views would be obscured would be variable due to distance and the building forms and heights of projected developments along the view corridors. Further, the new east-west upland connections at Queens Plaza South, 43rd Road, and 44th Avenue, along with the proposed mapped

street west of Vernon Boulevard at 44th Avenue, would extend the view corridors along those streets to the shoreline.

Where projected developments would front on north-south streets in the subarea, those view corridors would be lined by a mix of the new buildings and existing low-rise industrial buildings (see **Figure 8-60**), and northward views would continue to include the Queensboro Bridge approach, although development on Projected Development Site 61 would partially obscure views of the bridge as seen on Vernon Boulevard from south of 44th Avenue. Most views south would continue for long distances with no prominent points of interest. Views east would generally remain the same, with some views including projected development, and all continuing for long distances towards the tall mixed-use buildings in Downtown Long Island City (see **Figure 8-65**).

INLAND SUBAREA 3

Urban Design

Five proposed zoning districts would be mapped in Inland Subarea 3.

An underlying M1-2A/R6A zoning district is proposed for approximately four blocks currently mapped as M1-4 and R6A districts in an area between 46th Road to the south, the midblock between 45th Avenue and 44th Road to the north, Vernon Boulevard to the west, and 11th Street to the east. An M1-2A/R6A district is a mixed-use district that pairs an M1-2A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R6A district, a medium-density contextual residential district that allows residential uses and community facility uses. The M1-2A/R6A district would permit~~s~~ a maximum residential FAR of 3.6, when mapped with inclusionary housing, and an FAR for community facility, commercial, and industrial uses up to 3.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 65 feet, above which the building must be set back, and may rise to a maximum height of 85 feet, with a maximum of eight stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The projected development in the subarea that would be mapped M1-2A/R6A include<u>s</u> Sites 4, 5, 9, part of 10, part of 13, 14, and 15.

An M1-3A/R7A district is proposed for approximately four blocks currently mapped as M1-4 and R6A districts in an area between 45th Road to the north and 46th Road to the south at a depth of 100 feet along Vernon Boulevard. However, at the northwestern corner of the intersection of 46th Avenue and Vernon Boulevard, the district only extends 100 feet to the north and does not reach 45th Road. An M1-3A/R7A district is a mixed-use district that pairs an M1-3A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R7A district, a medium-density contextual residential district that allows residential uses and community facility uses. M1-3A/R7A districts permit a maximum residential FAR of 4.6, when mapped with inclusionary housing, and an FAR for community facility, commercial, and industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum base height of 95 feet, above which the building must be set back, and may rise to a maximum height of 125 feet, with a maximum of 12 stories. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets. The projected development in the subarea that would be mapped M1-3A/R7A includes part of Site 1, Site 7, part of Site 10, and Site 70.

An underlying M1-3A/R7X district is proposed for a portion of the block between 45th Road to the south, 45th Avenue to the north at a depth of 100 feet from the eastern side of Vernon Boulevard currently mapped as an M1-4 district. M1-3A/R7X subdistricts are described above for the Waterfront Subarea. The projected development in the subarea that would be mapped M1-3A/R7X includes part of Site 10.

An underlying M1-4A/R8A district is proposed for approximately seven blocks currently mapped as M1-4 and M1-4/R7A districts in an area between Vernon Boulevard to the west and 23rd Street to the east, along 44th Drive and reaching the midblock on either side of the street at a 100-foot depth. Along Vernon Boulevard, the district stretches south to 45th Avenue at a depth of 100 feet. An M1-4A/R8A district is a mixed-use district that pairs an M1-4A district, a manufacturing district that supports a mix of mid-rise commercial and industrial buildings, with an R8A district, a high-density contextual residential district that allows residential uses and community facility uses. M1-4A/R8A districts permit a maximum residential FAR of 7.2, when mapped with inclusionary housing, an FAR for community facility uses up to 6.5 and commercial and industrial uses up to 5.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum base height of 125 feet, above which the building must be set back, and may rise to a maximum height of 155 feet, with a maximum of 15 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The projected development in the subarea that would be mapped M1-4A/R8A include Site 12, part of Site 13, Site 16, part of Site 25, part of Site 26, Site 27, and part of Site 28.

Under the RWCDS, 15 projected development sites in Inland Subarea 3 would be redeveloped with developments containing residential, office, retail, community facility space, and parking. These developments would replace one- to three-story industrial and commercial buildings, three-story residential buildings, parking and storage areas, and vacant land. The proposed uses would be compatible with the existing uses in the subarea, while expanding housing supply. The projected developments in Inland Subarea 3 would primarily be mid-rise buildings ranging in height from 125 feet to 245 feet. The proposed buildings in the M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, and M1-4A/R8A districts would have maximum base heights of 65, 95, 105, 125 feet, respectively, above which the buildings would be set back 10 feet on wide streets and 15 feet on narrow streets. In addition, maximum building heights would be 85 feet in the M1-2A/R6A district, 125 feet in the M1-3A/R7A and M1-4A and R8A districts, and 145 feet in the M1-3A/R7X district. The height and setback requirements would provide for consistent street walls and a building form that responds well to its context and adjacency to public transit (see **Figures 8-66**, **8-67**, **8-68, and 8-69**). Overall, the projected buildings would be taller than existing buildings in the subarea, and they would be taller than the as-of-right developments that will be constructed in the No Action condition.

While taller than the existing buildings in the subarea, the projected buildings would provide transitional medium-scale buildings along 44th Drive and Vernon Boulevard between the upland neighborhoods and the new large-scale buildings constructed around Anable Basin in the Waterfront Subarea (see **Figure 8-59**). In addition, the new buildings would enhance the pedestrian experience of the subarea by replacing mostly low-rise industrial and commercial buildings with façades primarily characterized by loading entrances, parking and storage areas, and a large vacant parcel with active ground floors and retail. In addition, the buildings would grow the residential character of the neighborhood, while allowing for additional office, retail, and community facility space.

Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

As there are no visual resources in Inland Subarea 3, the Proposed Actions would not result in adverse impacts to visual resources. The Proposed Actions would also not adversely affect views in the subarea.

Views west on 44th Drive would be lined by new buildings, but they would continue to be of the East River, Roosevelt Island, and the Midtown Manhattan skyline (see **Figure 8-59**). Further, the proposed east-west upland connection at 45th Road would extend that view corridor to Anable Basin, and it would continue to include tall residential buildings in Queens West with buildings in Midtown Manhattan visible in the distance. While distant views west of the Midtown Manhattan skyline on 45th Avenue and 46th Road would be obscured by projected development, the extent of those obscured views would vary due to distance and the building forms and heights of the projected developments along the view corridors (see **Figure 8-67 and Figure 8-70**).

Views north and south on Vernon Boulevard in the subarea would be substantially transformed as the blocks between 44th Drive and 46th Road would be mostly developed with new buildings (see **Figure 8-68**). However, this change would not result in adverse effects as the view corridor would be lined by buildings with transparent and active ground floors that would replace a large parking area, vacant land, and low-rise, non-descript industrial and residential buildings. The existing five-story residential building at the southwest corner of 46th Avenue and the two- and three-story residential buildings at the northwest corner of 46th Avenue, all of which have ground-floor storefronts, are expected to remain in the With Action condition. Views north on Vernon Boulevard of the Queensboro Bridge would be obscured from some locations by projected development in Industrial Subarea 1, but the extent of those obscured views would vary due to distance and the angle of the street alignment. Some views south on Vernon Boulevard of the tall church steeple of Saint Mary's Roman Catholic Church at 49th Avenue may be partially obscured by projected development in the subarea, but the extent of those blocked views would vary due to distance and the building forms and heights of the intervening projected developments. The eastward view corridors through the subarea would be lined by a mix of existing and projected buildings and they would continue for long distances with tall mixed-use buildings in Downtown Long Island City prominently visible (see **Figure 8-71**).

INLAND SUBAREA 4

Urban Design

No development is projected to occur in Inland Subarea 4. Therefore, there would be no adverse impacts to urban design in the subarea.

Visual Resources

There are no visual resources in the subarea, and the Proposed Actions would not adversely affect views from the subarea. Views from the sidewalks fronting the subarea would largely remain the same, although they would include some of the projected developments in Industrial Subarea 1.

INLAND SUBAREA 2

Urban Design

Two proposed zoning districts would be mapped in Inland Subarea 2.

An M1-6/R9 district is proposed for approximately half of one block between Queens Plaza South to the north, 42nd Road to the south, 24th Street to the west, and the midblock between 24th and Crescent Streets to the east that is currently mapped as an M1-5/R9 district within the Special Long Island City district. The district pairs an M1-6 district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, a high-density residential district that allows residential uses and community facility uses. When paired, the district would permit a maximum residential FAR of 8.0, community facility FAR of 10.0, and a commercial and manufacturing FAR of 15.0. The district would permit a maximum building base height of 150 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The district does not limit overall building height. The projected development in Inland Subarea 3 that would be mapped M1-6/R9 is Site 20.

An M1-6/R10 district is proposed for approximately two blocks currently mapped M1-5/R9 within the Special Long Island City district in the area between 42nd Road to the north, 43rd Avenue to the south, 23rd Street to the west and the midblock between 24th and Crescent Streets to the east. The district pairs an M1-6 district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R10 district, a high-density residential district that allows residential uses and community facility uses. Under the special district, M1-6/R10 districts permit a maximum residential, community facility, commercial and industrial use FAR of 12. This district permits a maximum building base height of 150 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The district does not limit overall building height. The projected development in Inland Subarea 3 that would be mapped M1-6/R10 includes Sites 21, 22, and 24.

Inland Subarea 2 would be developed with four high-rise, mixed-use buildings that contain residential, retail, and office space, replacing a vacant lot and industrial buildings of one, three, and four stories. The building on Site 20 would 345 feet tall, the building on Site 21 would be 685 feet tall, the building on Site 22 would be 735 feet tall, and the building on Site 54 would be 275 feet tall, and they would be massed with towers set back above bases with maximum heights of 150 feet. The buildings would be taller than the as-of-right developments that would be developed in the subarea in the No Action condition, but they would be in keeping with three existing mixed-use buildings in the subarea—the 44-story mixed-use building on the north side of 42nd Road between 23rd and 24th Streets, the 481-foot-tall mixed-use building that will be completed directly across 42nd Road in the No Action condition, and the 753-foot-tall mixed-use building that will be completed at the northeast corner of 23rd Street and 44th Road in the No Action condition. The projected buildings would also be massed like the existing buildings in the study area as towers set back above bases (see **Figure 8-72**). Further, these projected buildings would be comparable in height and form to the tall mixed-use buildings in the Downtown Long Island City section of the secondary study area, including three that abut the subarea—a 287-foot-tall building at Queens Plaza South and Crescent Street, a 467-foot-tall building at 23rd Street and 43rd Avenue, and a 760-foot-tall building at the southeast corner of 44th Road and 23rd Street. The projected buildings would be

in keeping with the scale of buildings in the subarea and adjacent portion of the secondary study area, and they would enhance the pedestrian experience by replacing a vacant parcel and low-rise industrial buildings with mixed-use buildings with active ground-floors in an area bordered by the elevated No. 7 subway and bisected by an elevated Queensboro Bridge ramp. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

There are no visual resources located in Inland Subarea 2, and the Proposed Actions would not affect views of the Queensboro Bridge that border the subarea to the north. Views in the subarea would be of the mix of tall, mixed-use projected developments, tall existing residential buildings, and one low-rise office building. Views along 23rd Street would continue to be constrained by the elevated No. 7 subway, views south would continue to terminate at existing, tall residential buildings located in the secondary study area, and views east would continue to be of existing, tall residential and commercial buildings in Downtown Long Island City. Therefore, the Proposed Actions would not result in significant adverse impacts to visual resources and views in Inland Subarea 2.

INDUSTRIAL SUBAREA 2

Urban Design

Two proposed zoning districts would be mapped in Industrial Subarea 2.

An M1-4A district is~~are~~ proposed for a portion of the western blocks along 23rd Street between a point at the midblock between 39th Avenue to the north and 40th Avenue to the south and a point 100 feet north of 41st Avenue currently mapped as an M1-5 district. An M1-4A district is a medium-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. An M1-4A permits a maximum community facility, commercial and manufacturing FAR of 5.0. M1-4A districts permit a maximum base height of 125 feet and have a maximum building height of 155 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The projected development in Industrial Subarea 2 that would be mapped M1-4A include parts of Sites 31 and 32.

An M1-5A district is proposed for approximately 6 blocks currently mapped as an M1-5 district in the area between 21st Street to the west, the midblock between 22nd Street and 23rd Street to the east, 41st Avenue to the south, and the midblock between 39th and 40th Avenues to the north. An M1-5A district is a medium-high-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. An M1-5A district permits a maximum community facility, commercial, and manufacturing FAR of 6.5. M1-5A districts permit a maximum base height of 155 feet and have a maximum building height of 205 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The projected development in Industrial Subarea 2 that would be mapped M1-5A include Sites 29 and 30 and parts of Sites 31 and 32.

Under the RWCDS, Industrial Subarea 2 would contain four projected buildings in the northern portion of the subarea. The buildings would contain commercial space, including retail, and to a lesser extent, manufacturing space and are expected to be built to the maximum allowable height of 205 feet. The buildings would be taller than the existing buildings in the subarea that would remain on the blocks to the south and range in height from 50 feet to 108 feet, but the proposed height and setback requirements would create consistent street walls and reduce the scale of the projected buildings at street level (see **Figure 8-73**). In addition, the commercial and manufacturing uses would complement the existing uses in the subarea, and the replacement of a vacant parcel and low-rise industrial buildings and one three-story residential buildings would enhance the pedestrian experience by providing active ground floors and add to the existing retail uses along 23rd Street. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

There are no visual resources located in Industrial Subarea 2. Views in the subarea would be lined by a mix of existing and projected buildings and would continue for long distances, and the Queensboro Bridge approach would continue to be visible in views south along 21st, 22nd, and 24th Streets. Therefore, the Proposed Actions would not result in adverse impacts to views and visual resources in Industrial Subarea 2.

INLAND SUBAREA 1

Urban Design

An M1-6A/R10 district is proposed for Inland Subarea 1. An M1-6A/R10 district is a paired district that pairs an M1-6A district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R10 district, a high-density residential district that allows residential uses and community facility uses. M1-6A/R10 districts permit a maximum residential FAR of 12.0, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 8.0 and an FAR for community facility uses up to 10.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum base height of 110 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The maximum permitted building height is 350 feet. The projected development is Inland Subarea 2 includes Sites 17, 18, and 19.

Under the RWCDS, Inland Subarea 1 would be developed with three high-rise mixed residential, office, and retail buildings with heights of 255 feet on Site 18, 605 feet on Site 17, and 715 feet on Site 19. These buildings would be substantially taller than the existing 74-foot-tall hotel and 93-foot-tall art storage facility in the subarea (as well as the as-of-right buildings with heights of 75, 90, and 180 feet that would be developed in the No Action condition), but they would be in keeping with two residential buildings of 17 stories and 21 stories directly across 23rd Street from the subarea and a 217-foot-tall residential building on Crescent Street and a 328-foot-tall residential building at 29th Street to the east (see **Figures 8-74 and 8-75**. The proposed commercial uses would complement the commercial uses in the adjacent Industrial Subarea 2 and add to the existing retail uses along 23rd Street, and the proposed residential uses would complement the surrounding residential uses in the secondary study area, notably the Queensbridge Houses. Further, replacing a one-story industrial building and two large vacant parcels, one of which

occupies a full block, would enhance the pedestrian experience by providing active ground floors and consistent street walls.

Visual Resources

There are no visual resources located in Inland Subarea 1, and the Proposed Actions would not affect views of the Queensboro Bridge that borders the subarea to the south. Views in the subarea would be transformed by the redevelopment of the two large, vacant parcels and one low-rise industrial building, but those sites will also be redeveloped in the No Action condition. While the projected developments would block some limited views west and southwest over Projected Development Site 19 from 23rd Street and 41st Avenue of the Silvercup sign in Industrial Subarea 1 and buildings in the Midtown Manhattan skyline, those views will also be blocked in the No Action condition. Views north will continue for long distances, lined by existing and projected buildings, with no prominent points of interest, views east will continue to be of existing, tall residential buildings to the southeast of the primary study area, and views west will continue to be of the Queensbridge Houses and an entrance ramp to the Queensboro Bridge. Therefore, the Proposed Actions would not result in significant adverse impacts to visual resources and views in Inland Subarea 1.

SECONDARY STUDY AREA

URBAN DESIGN

While the Proposed Actions would not result in any new developments in the secondary study area, many of the projected developments would be visible from the secondary study area. The tallest buildings developed as a result of the Proposed Actions would be located in the Waterfront Subarea, on Projected Development Site 1 in Industrial Subarea 3, and in Inland Subareas 1 and 2. The tall buildings in the Waterfront Subarea and on Projected Development Site 1 would be complementary to the adjacent Queens West development where tall buildings ranging in height from 205 feet tall to 393 feet tall line Center Boulevard along the East River waterfront. The 393-foot-tall building in Queens West also fronts on the southern side of Anable Basin and is located across 5th Street from Projected Development Site 64. Further, the proposed height and setback requirements would create consistent street walls and enhanced neighborhood vibrancy, while maintaining building forms that consistent with those urban design features in the secondary study area. The mid-rise buildings in Inland Subarea 3 would provide a visual and perceptual transition between the tall buildings developed in the Waterfront Subarea and on Projected Development 1 and the older one- to-five-story buildings and newer mid-rise developments that characterize the inland portion of Hunters Point.

The tall buildings that would be developed in Inland Subarea 2 would be located adjacent to the numerous tall buildings that characterize Downtown Long Island City and that range in height up to 760 feet and beyond. The tall buildings in Inland Subarea 1 would be positioned adjacent to new residential and commercial developments in Dutch Kills that include buildings of 212, 217, and 328 feet tall. The tall buildings that would be constructed under the Proposed Actions in the Waterfront Subarea, on Projected Development Site 1, and in Inland Subareas 1 and 2, which would be massed with towers set back above mid-rise bases, would have similar building forms to the existing tall buildings in Queens West, Downtown Long Island City, and Dutch Kills.

From the secondary study area, the new buildings in Industrial Subarea 1 would be visible in the distance to the north and west behind intervening existing and projected buildings, which would exhibit different bulk configurations and building typologies. From the north they would be seen in the distance behind the intervening Queensboro Bridge. The new buildings in Industrial Subarea 2 would be located north of 40th Avenue, consistent with the urban design of the Ravenswood portion of the secondary study area, which includes numerous hotels of 11 to 16 stories (108 feet to 162 feet).

The Proposed Actions would result in the development of mixed-use buildings with residential, office, retail, manufacturing, and community facility spaces that would be similar to the existing uses that characterize the secondary study area. Further, the Proposed Actions would enhance the retail corridor on Vernon Boulevard and 44th Drive and expand the limited retail uses on 23rd Street in the northern portion of the secondary study area. The creation of the shore public walkway would result in a beneficial effect to the urban design of the secondary study area by potentially connecting Gantry Plaza State Park in Hunters Point to Queensbridge Park in Ravenswood. For these reasons, the Proposed Actions would not result in significant adverse impacts on the urban design of the secondary study area.

VISUAL RESOURCES

As the Proposed Actions would not result in projected developments in the secondary study area, they would not result in any significant adverse impacts to view corridors or views to visual resources in the secondary study area.

In the With Action condition, views from Roosevelt Island east toward the Queens waterfront would include expansive views of the new buildings within the primary study area, especially of the tall buildings in the Waterfront Subarea, and the new shore public walkway. These views would continue to include the tall buildings in Queens West and in Downtown Long Island City. Views of the Pepsi-Cola sign and Gantry Plaza State Park would remain similar to views in existing conditions.

Views east from Manhattan to the Queens waterfront would continue to include the Smallpox Hospital ruins and Franklin D. Roosevelt Four Freedoms Park on Roosevelt Island; however, the new buildings located within the primary study area, especially the tall buildings in the Waterfront Subarea, would be visible beyond these visual resources. The new, tall buildings that would be constructed under the Proposed Actions would be similar to those located in Queens West and the taller buildings in Downtown Long Island City, all of which would remain visible from the Manhattan waterfront. Views of the Pepsi-Cola sign at the Queens waterfront would also remain visible. ✷