A. INTRODUCTION

The *City Environmental Quality Review* (CEQR) *Technical Manual* states that the urban design components and visual resources determine the "look" of a neighborhood—its physical appearance, including the street pattern, the size and shape of buildings, their arrangement on blocks, streetscape features, natural resources, and noteworthy views that may give an area a distinctive character. Pursuant to CEQR methodology, actions that would allow a project to 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 may warrant a detailed urban design and visual resources analysis. Since the Proposed Actions would facilitate the construction of buildings that would be notably different in bulk, type, and use from the urban design of the Project Area and the surrounding area, a detailed urban design and visual resources analysis was prepared. However, it should be noted that, while a departure in bulk, type, and use from existing development within the Project Area, the development facilitated by the Proposed Actions would be consistent with future development anticipated in the study area.

This attachment considers the potential for the Proposed Actions to affect the urban design characteristics and visual resources of the Project Area and the study area. As described in **Chapter 1, "Project Description,"** the Proposed Actions would rezone the Development Site (Block 911, Lot 1) and one additional site not under the control of the Applicant (Block 911, Lot 49) in the Astoria neighborhood of Queens Community District (CD) 1. Together, these lots comprise approximately 199,245 sf (the "Project Area"). As discussed in detail below, it assumed that the Block 911, Lot 49 would be redeveloped as a separate development site as a result of the Proposed Actions. The technical analysis presented below follows the guidelines of the *CEQR Technical Manual* and addresses each of the above-listed characteristics for existing conditions, the future without the Proposed Actions (the No-Action condition), and the future with the Proposed Action (With-Action condition) for a 2031 Build Year.

B. PRINCIPAL CONCLUSIONS

Urban Design

Development facilitated by the Proposed Actions would not result in significant adverse impacts on urban design as defined by the guidelines for determining impact significance set forth in the *CEQR Technical Manual*. While the proposed structures would be a departure from the existing conditions, the design would be consistent with anticipated future development in the surrounding area. In addition, the proposed waterfront open space would facilitate connections to adjacent existing and proposed open space resources and improve the streetscape. The Proposed Actions would also provide public access to the Proposed Project and the waterfront by demapping and building out the segment of 3rd Street north of 26th Avenue for improved public vehicular and pedestrian circulation.

Wind

As the Proposed Actions would facilitate the construction of a building with multiple large towers along the East River (an area where potentially high wind conditions can occur), a detailed analysis of pedestrian wind conditions was undertaken to determine whether the Proposed Project might result in accelerated ground-level winds. The assessment of pedestrian-level wind effects was completed based on the current conceptual level of design of the Proposed Project. The results of the wind tunnel analysis indicated that wind conditions on the development site, including most entrances, and on the sidewalks surrounding the Proposed Project, are generally suitable for intended use year round. The results of the wind tunnel study (included in **Appendix C**) indicated that generally, conditions surrounding the Proposed Project are generally comfortable for leisurely walking or better year-round. Stronger wind flows, conducive to fast walking in the winter, occur near the southwest corner of the development site, as well as along the proposed esplanade to the north. Elevated pedestrian wind conditions would be limited to the building entrances for Tower 2 and Tower 3 located off the driveway from Third Street. As the potential high wind conditions at these locations would only occur during the winter months and would occur at a location where a limited number of pedestrians would be affected, no significant adverse urban design impacts due to pedestrian wind would result at this location.

Natural Features and Open Space

The Project Area is located along the shoreline of the East River. The East River and other visual resources can be seen from the Project Area but there is currently no public access to the shoreline or existing open space resources on the site. Under the Proposed Actions, Projected Development Site 1 will include an expansive waterfront esplanade. The waterfront design will fulfill the goals of reconnecting the City to the water and creating continuity between waterfront areas as envisioned by the Vision 2020: New York City Comprehensive Waterfront Plan. The waterfront esplanade will also serve to activate the waterfront with new opportunities for the surrounding community. Once completed, and with the exception of the zoning lot located directly to the west, Projected Development Site 1's waterfront esplanade will connect an almost 2.5 mile stretch of green waterfront which will extend from Astoria Park to the northeast all the way to Rainey Park to the southwest. In addition, the waterfront esplanade will provide compelling views to the Robert F. Kennedy and Hell Gate bridges, Randall's Island, and Manhattan and the Bronx.

The new waterfront esplanade and new publicly accessible open spaces would provide recreational areas that would visually enhance the experience of walking around the Project Areas. These pedestrian areas and pathways would also improve access to the waterfront and circulation on the Project Area, as well as providing a cohesive transition and connection between the Project Area and surrounding open space resources. The greater levels of pedestrian activity generated by the proposed uses would be self-reinforcing, making the Project Area more inviting and appealing to visit. Overall, the proposed development would enhance the pedestrian's experience of the Project Area and improve the urban design of the Project Area by replacing underutilized buildings and vacant land with new active, mixed-use development.

Visual Resources

The Proposed Actions would not result in significant adverse impacts to visual resources. Development facilitated by the Proposed Actions would open up new view corridors to significant visual resources that are currently obstructed by fencing and inaccessible to the public. In addition, the Proposed Actions would result in the creation of new visual resources in the form of waterfront open space.

C. METHODOLOGY

In accordance with the *CEQR Technical Manual,* this analysis considers the effects of the Proposed Actions on the following elements that collectively form an area's urban design:

- *Street Pattern and Streetscape*—the arrangement and orientation of streets define location, flow of activity, and street views, and create blocks on which buildings and open spaces are arranged. Other elements including sidewalks, plantings, street lights, curb cuts, and street furniture also contribute to an area's streetscape.
- *Buildings*—building size, shape, pedestrian and vehicular entrances, lot coverage and orientation to the street are important urban design components that define the appearance of the built environment.
- *Open Space*—open space includes public and private areas that do not include structures, including parks and other landscaped areas, cemeteries, and parking lots.
- *Natural features*—natural features include vegetation and geologic and aquatic features that are natural to the area.
- *View Corridors and Visual Resources*—visual resources include significant natural or built features, including important view corridors, public parks, landmark structures or districts, or otherwise distinct buildings.
- *Wind* – Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that may jeopardize pedestrian safety.

In general, an assessment of urban design is needed when a project may have effects on one or more of the elements that contribute to the pedestrian experience, described above. As the Proposed Actions and subsequent development within the Project Area could result in physical changes to the Projected Development Sites beyond the bulk and form currently permitted as of right, it has the potential to result in development that could alter the arrangement, appearance, and functionality of the built environment and, therefore, change the experience of a pedestrian in the Project Area. The following urban design analysis follows the guidelines of the *CEQR Technical Manual.*

Per Section 230 of the *CEQR Technical Manual*, a study of wind conditions and their effects on pedestrian level safety may be warranted under certain circumstances for projects involving the construction of large buildings at locations that experience high wind conditions.
As the Proposed Actions would facilitate the construction of a building with multiple large towers along the East River (an area where potentially high wind conditions can occur), a detailed analysis of pedestrian wind conditions was undertaken to determine whether the Proposed Project might result in accelerated ground-level winds. The wind tunnel model included all relevant surrounding buildings and topography within an approximately 1,600-foot radius of the development site. The test model was equipped with 97 omni-directional probes to record wind speed at the pedestrian-level (approximately 5 feet above grade). The wind tunnel data were then combined with the wind climate model for this region to predict the occurrence of wind speeds in the pedestrian realm and compare against wind criteria for comfort and safety.

Study Area

The urban design study area consists of both a primary study area, which is coterminous with the boundaries of the rezoning area, where the urban design effects of the Proposed Actions are direct, and a secondary study area (refer to **Figure 7-1, "Urban Design Study Area"**). For the purpose of this assessment, the primary study area consists of portions of an irregularly shaped block generally bounded by the East River on the north, 26th Avenue on the south, the unbuilt 3rd Street to the west, and a parallel line approximately 280 feet to the east, near the intersection of 4th Street and 26th Avenue. The secondary study area extends an approximate quarter- (¼) mile from the boundary of the Project Area and encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions. It is generally bounded at its outer limits by the East River on the north and west, 14th Street on the east, and Astoria Boulevard on the south. Both the primary and secondary study areas have been established in accordance with *CEQR Technical Manual* guidelines.

The analysis of urban design and visual resources is based on field visits, photography, and computer imaging of the Project Area and surrounding study area.

D. PRELIMINARY ASSESSMENT

Under CEQR, a preliminary assessment of urban design is appropriate when there is the potential for a pedestrian to observe from the street level a physical alteration beyond that allowed by existing zoning, including the following: (1) projects that permit the modification of yard, height, and setback requirements; and (2) projects that result in an increase in built floor area beyond what would be allowed as-of-right or in the future without the Proposed Actions. CEQR stipulates a detailed analysis for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings. According to the *CEQR Technical Manual*, detailed analyses are generally appropriate for rezonings that include an increase in permitted floor area or changes in height and setback requirements. As the Proposed Actions falls within this category, a detailed analysis of urban design has been conducted and is provided below.

E. DETAILED ANALYSIS

Existing Conditions

Primary Study Area (Rezoning Area)

The primary study area includes one waterfront block. The primary study area is entirely zoned M1-1, and contains predominantly low-density (see **Figure 7-2, "Study Area Built Density")** industrial uses including vacant industrial/warehousing uses (see **Figure 2-2, "Land Use Map"** in **Chapter 2, "Land Use, Zoning, & Public Policy"**). The proposed zoning map changes would replace the existing M1-1 zoning district within the Project Area with an R7-3 zoning district and designate and apply a C2-4 commercial overlay over the entire R7-3 zoning district. The Proposed Project would also require a waterfront special permit to waive height, setback, tower size, and maximum width of walls facing the shoreline regulations pursuant to ZR §62-837(a).

Figure 7-1
Urban Design Study Area

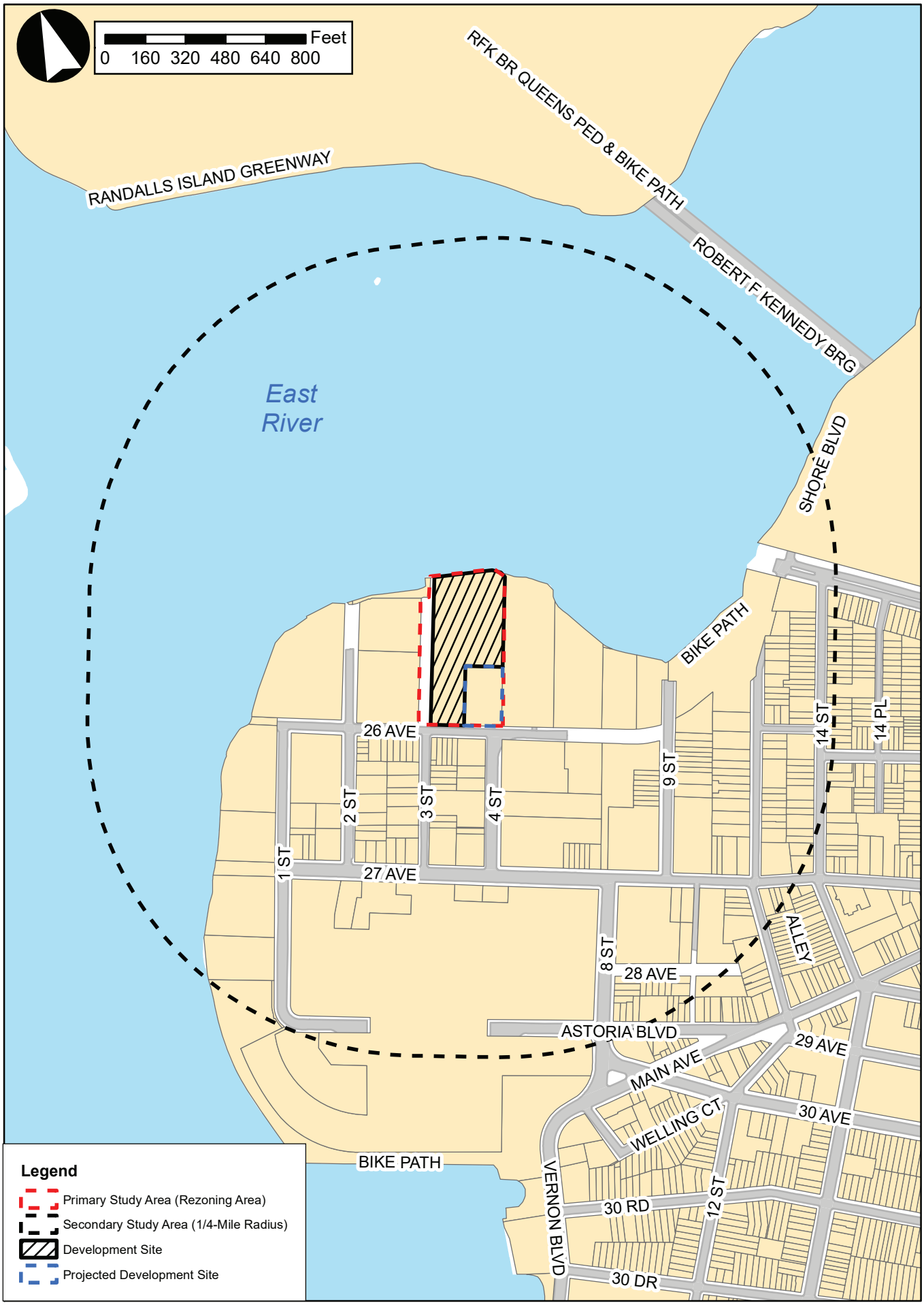


Figure 7-3 shows birds eye views of the Project Area, **Figure 7-2** shows the existing building density in terms of floor area ratios (FAR) for both the primary and secondary study areas, while **Figure 7-4** shows the existing building heights. All figures are referenced throughout the following sections. **Figures 7-5a** and **7-6a** provide key maps for the photos of existing conditions, which are discussed in detail below.

Urban Design

Street Pattern and Streetscape

The Project Area has approximately 279 feet of frontage along 26th Avenue, approximately 581 feet of frontage along 3rd Street, and approximately 306 feet of frontage along the waterfront. Projected Development Site 1 comprises a mapped but unbuilt segments of 3rd Street (to the north of 26th Avenue), which is inaccessible and blocked off by fences. Adjacent roadways include 26th Avenue, a 60-foot wide, two-way street that dead-ends east of 4th Street, and 4th Street, a 75-foot-wide, one-way street between 26th and 27th Avenues. Streetscape elements are minimal and are limited to fencing, standard street signs, cobra head lampposts, utility wires, fire hydrants and fire call boxes, and telephone poles (refer to **Figure 7-5a**).

Buildings

As described in **Chapter 2, "Land Use, Zoning, and Public Policy,"** the Project Area has a combined 199,245 sf lot area. The Applicant-owned Development Site (Block 911, Lot 1) contains a vacant former industrial site (refer to **Figure 7-5b**). The non-applicant owned portion (Block 911, Lot 49) currently contains a vacant two-story 28,750-gsf warehouse building. The warehouse building facade is generally made up of cinderblock with metal garage doors. The manufacturing district within this primary study area has a maximum FAR of 1.0. No residential uses are permitted. Building heights are governed by sky exposure planes, and there are currently no mandated building height limits (Refer to **Table 2-3** in **Chapter 2, "Land Use, Zoning, and Public Policy"**).

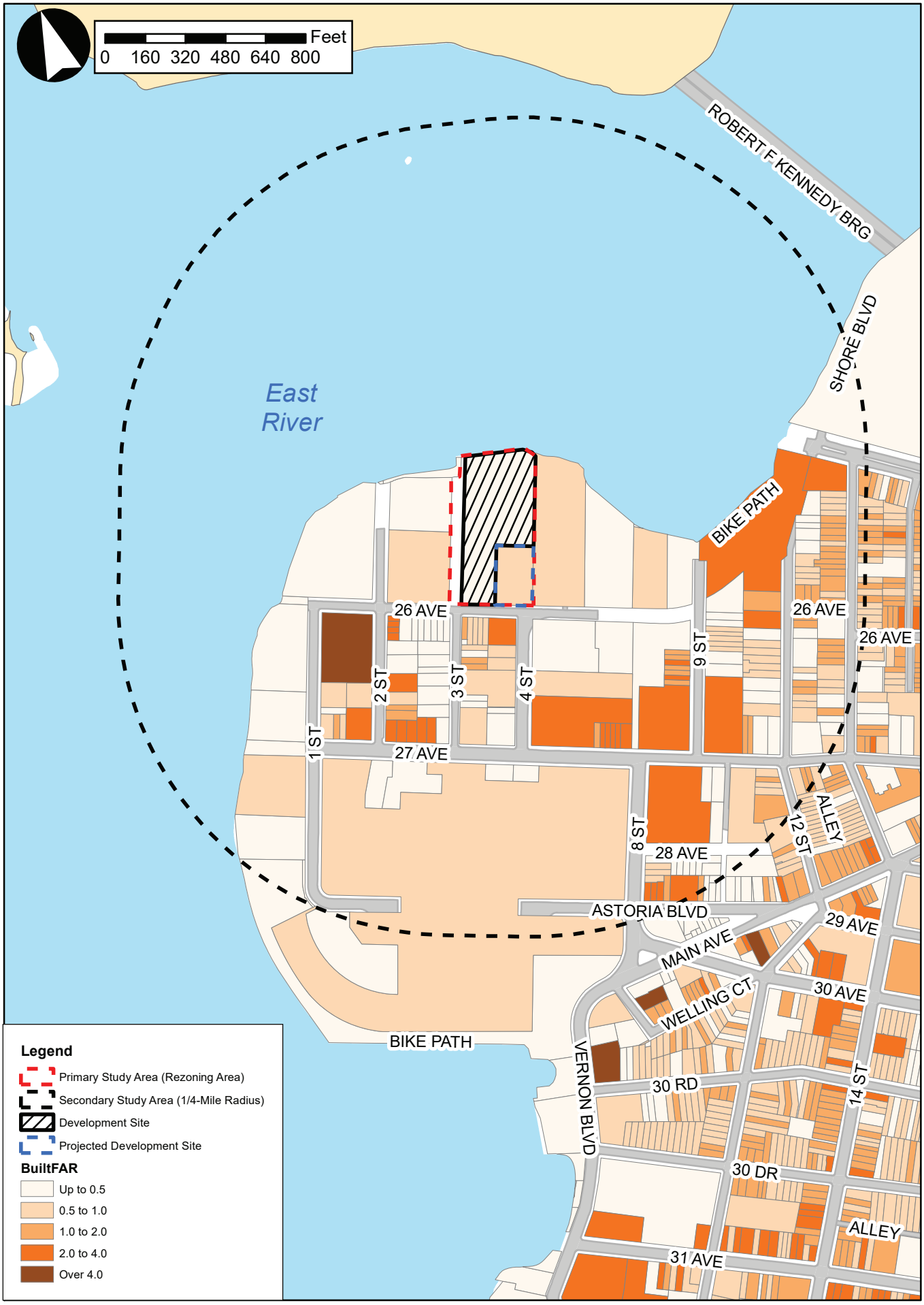
Natural Features and Open Space

The Project Area is located along the shoreline of the East River. From the Project Area, the principal natural resource that can be seen from the Project Area is the East River as well as waterfront views.

View Corridors and Visual Resources

The visual resources in the study area consist of sweeping views of the East River, its smaller islands, and the Queens and Manhattan waterfronts and skylines. Within these views there are also individual historic resources that function as visual resources**.** The visual resources that can be seen from the primary study area include the Hell Gate span of the Robert F. Kennedy (RFK) Bridge (formerly the Triborough Bridge; National Historic Civil Engineering Landmark) and the Hell Gate (East River Arch) Bridge, as well as the East River and portions of Randall's/Ward's Island. Both of these visual resources, view corridors, and the natural resources, between 3rd and 4th Streets along 26th Avenue are obstructed by the existing fences and industrial buildings.

Figure 7-2
Study Area Built Density




Feet
0 160 320 480 640 800
RFK BR QUEENS PED & BIKE PATH
RANDALLS ISLAND GREENWAY
ROBERT F KENNEDY BRG
East River
SHORE BLVD
BIKE PATH
26 AVE
9 ST
14 ST
14 PL
2 ST
3 ST
4 ST
1 ST
27 AVE
8 ST
28 AVE
ALLEY
ASTORIA BLVD
29 AVE
MAIN AVE
WELLING CT
30 AVE
BIKE PATH
VERNON BLVD
12 ST
30 RD
30 DR
Legend
Primary Study Area (Rezoning Area)
Secondary Study Area (1/4-Mile Radius)
Development Site
Projected Development Site
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Figure 7-4
Study Area Building Heights

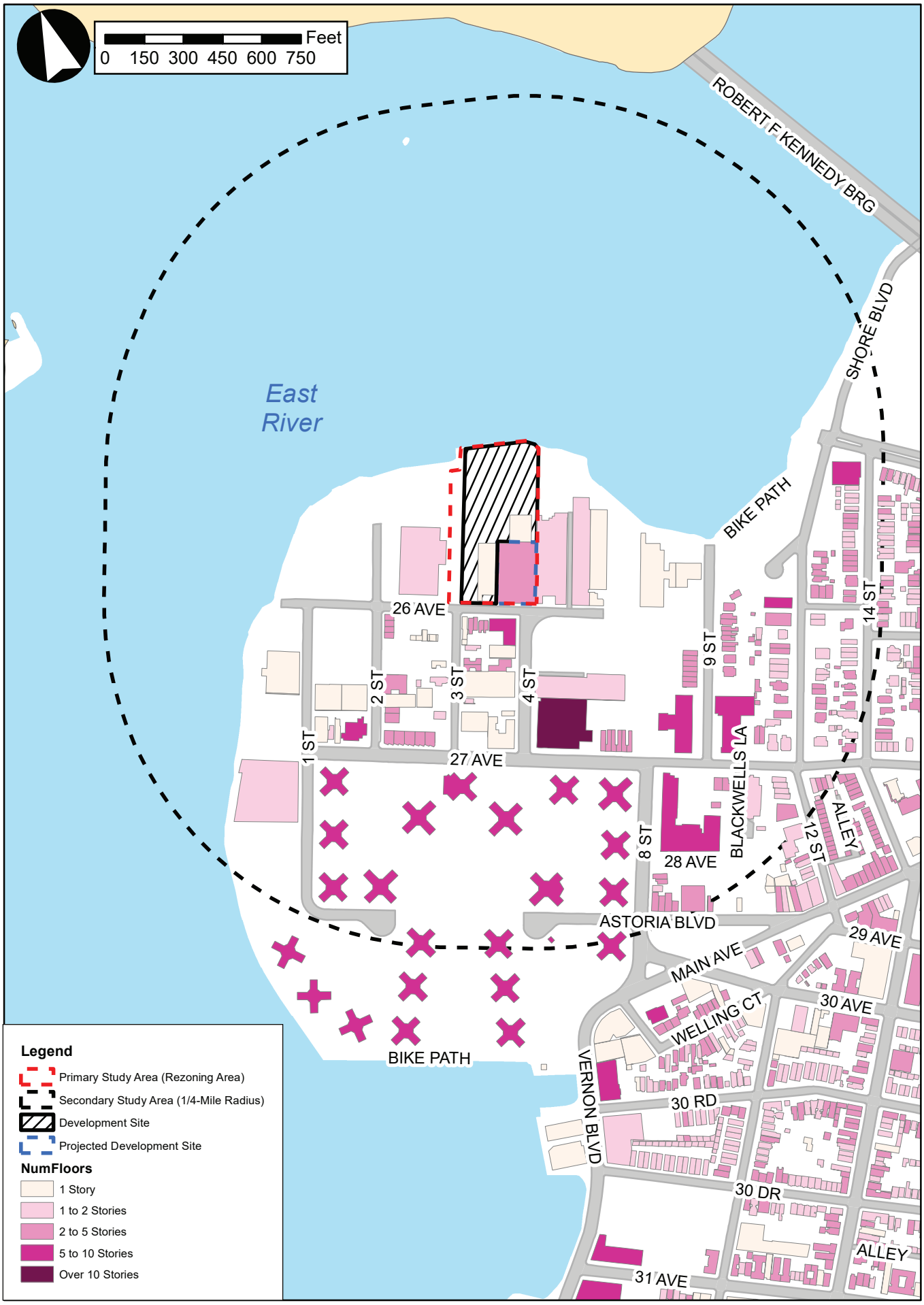
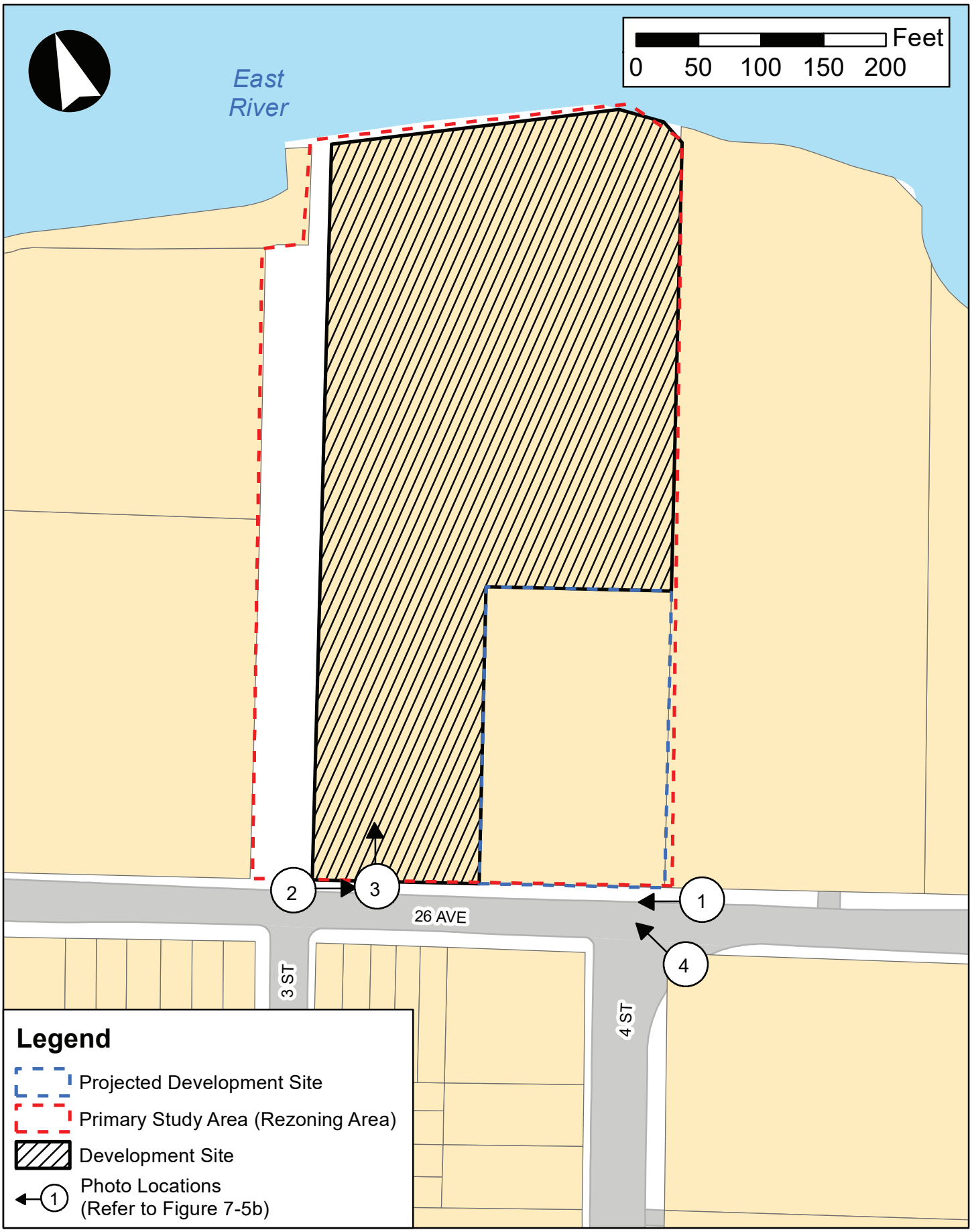


Figure 7-5a
Primary Study Area Key Map





1. Looking west along 26th Avenue and 4th Street



2. Looking east from the corner of 26th Avenue and 3rd Street.



3.Looking north along 26th Avenue towards a vacant lot.



4.Looking northwest at the corner of 26th Avenue and 4th Street.

Secondary Study Area

Urban Design

Street Pattern and Streetscape

The street pattern in the Astoria neighborhood is composed of rectilinear blocks with a street grid system with wide avenues running east-west and narrow cross streets running north-south. The street pattern in the secondary study area represents a different type of deviation from the rectilinear street grid than found in the rest of the Astoria. The study area blocks are predominantly rectangular-shaped; however, because most of the secondary study area is located on a promontory jetting out into the East River, the street pattern forms an irregular grid with blocks of varying sizes and shapes; 27th Avenue is the only continuous east-west street in the study area and functions as a minor arterial (refer to **Figure 7-1**). The north-south streets north of 27th Avenue and west of 12th Street are dead-end streets terminating at 26th Avenue. Directly south of the Project Area is superblock 490, which extends five blocks west to east from the East River to 8th Street and extends five blocks north to south from 27th Avenue to 30th Road. Both 1st Street and Astoria Boulevard end in cul-de-sacs in the middle of this superblock's largest lot, Lot 101.

There are bicycle lanes on 27th Avenue between 1st and 8th Streets; 8th Street between 27th and Main Avenues; Astoria Park South from the waterfront to 29th Street; and a one-way bike lane on a two-way street on 14th Street between 27th Avenue and Astoria Park South. There are protected bicycle paths with access points along the waterfront esplanade between 9th Street and Astoria Park South and along the waterfront esplanade at Halletts Cove Playground. There are shared lanes on 1st Street between 26th Avenue and Astoria Boulevard; 9th and 12th Streets between the waterfront and 27th Avenue, with 12th Street having a one-way bike lane on a two-way street; and 27th Avenue between 8th and 14th Streets.

The streetscape elements of the study area typically include wide sidewalks lined with street trees that have small tree pits without guards, standard street signs, cobra head lampposts, fire hydrants and fire call boxes, and telephone poles. Most of the study area streets are lined with parallel-parked cars (refer to the photos in **Figures 7-6b** through **7-6e**).

Buildings

Table 2-2 in **Chapter 2, "Land Use, Zoning, and Public Policy,"** summarizes the existing generalized land uses within the land use study area by tax lots and land area. Overall, as reflected in the table and in **Figure 2-3,** the secondary study area contains primarily low-density development and a general mix of uses, with the predominant land uses being industrial, manufacturing, and residential.

The eastern portion of the secondary study area is zoned R4, R5, R6, R5B, R6B, R7A, R7-3 with C2-4 commercial overlays scattered along 26th Avenue and C1-3 commercial overlays along Astoria Boulevard; it is predominantly characterized by residential uses with industrial and manufacturing buildings scattered along 26th Avenue. The residential building types are predominantly one- and two-family residential detached and semi-detached homes, but also include a mix of multi-family walkup and elevator buildings and mixed residential and commercial buildings.

The southern portion of the secondary study area is primarily zoned R6 with commercial overlays along 27th Avenue and Astoria Boulevard, is predominantly characterized by multi-family elevator buildings, industrial buildings, and vacant lots and buildings. Most prominent are the New York City Housing


Feet
0 150 300 450 600
East River
26 AVE
27 AVE
28 AVE
2 ST
3 ST
4 ST
9 ST
BLACKWELLS LA
BIKE PATH
ASTORIA BLVD
PEDESTRIAN PATH
MAIN AVE
30 AVE
8 ST
WELLING CT
12 ST
30 RD
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
21
22
23
24
25
26
27
28
Legend
Projected Development Site
Primary Study Area (Rezoning Area)
Development Site
Photo Locations
(Refer to figures 7-6b and 7-6x)



1. Looking south at the intersection of 1st St and 26th Ave.



2. Looking east at the intersection of 1st St and 26th Ave.



3. Looking north at the intersection of 2nd St and 26th Ave.



4. Looking west towards 4th St and 26th Ave.



5. Looking north towards Pot Cove from 4th St.



6. Looking west from the intersection 4th St and 27th Ave.



7. Looking east from the intersection of 4th St and 27th Ave.



8. Looking north from 3rd St and 27th Ave.



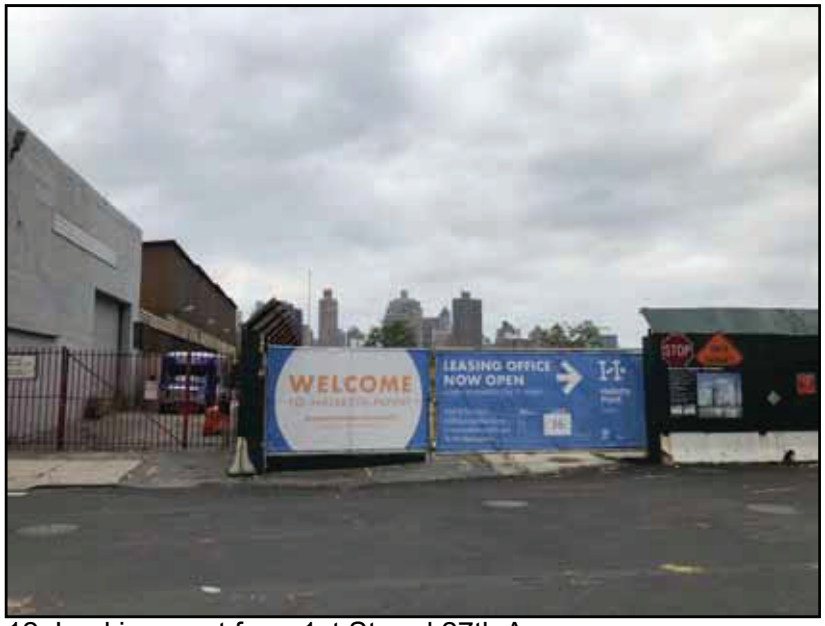
9. Looking north from 2nd St and 27th Ave.



10. Looking east from the intersection of 2nd St and 27th Ave.



11. Looking west from 2nd St and 27th Ave.



12. Looking west from 1st St and 27th Ave.



13. Looking south from 1st St and 27th Ave.



14. Looking west from Astoria Blvd.



15. Looking south from 9th St.



16. Looking south from 12th St and Astoria Park South.

Authority (NYCHA) Astoria Houses. The Astoria Houses consist of 22 six- to seven-story, medium-density residential buildings on a 32-acre campus. The other residential building types are predominantly two- to four-story multi-family walk up buildings. Vacant space and parking facilities are scattered throughout the three blocks that extend from 1st to 9th Streets, between 26th and 27th Avenues (refer to **Figures 7-7a** and **7-7b**)

The western portion of the secondary study area is zoned M1-1, R6, and R7-3 and is predominantly characterized by industrial, residential and mixed uses. West of the Project Area is Whitey Ford Field, which provides open space and views of the East River. 10 Halletts Point is a mixed-use building that is the first of seven developments resulting from the 2014 Halletts Point Rezoning.

Institutional uses in the secondary study area include the First Reformer Church of Astoria, Holy Protection Greek Orthodox, and St. Margaret Mary Headstart School. First Reformer Church of Astoria located at 27-46 12th Street, is a late Victorian terra cotta, brick, and verdigris copper building; Holy Protection Greek Orthodox is located at 24-37 12th Avenue; and St. Margaret Mary Headstart is located at 9-16 27th Avenue.

Natural Features and Open Space

The secondary study area includes a substantial number of natural features and open spaces. The natural features include the East River, which extends along the entire western and northern side of the study area. The East River is a 16-mile tidal strait that connects the Upper New York Bay on its southern end to the Long Island Sound on its northern end; it can be viewed from the public waterfront esplanade at Shore Towers between Astoria Park South and 9th Street; the public waterfront esplanade at Halletts Cove; the corner of 26th Avenue and 1st Street; Whitey Ford Field; and along Shore Boulevard. Other natural features that can be seen from within the study area include Randall's/Ward's Island and Roosevelt Island. Randall's/Ward's Island is located directly north of the secondary study area and can be viewed from Whitey Ford Field, the Shore Towers public waterfront esplanade, and Shore Boulevard. Roosevelt Island is located southwest of the study area and can be viewed from the Halletts Cove public waterfront esplanade and Vernon Boulevard.

Astoria Park is a 59.96-acre park that extends from Astoria Park South to Ditmars Boulevard, between Shore Boulevard and 19th and 21st Streets. The park is widely known for its important landmark, the Astoria Park Pool and Play Center, which offers natural beauty and recreational amenities including tennis and bocce courts, playgrounds, a running track, spray showers, a skate park, fitness equipment, dog-friendly areas, and eateries. The Astoria Park pool and play center is one of the most popular swimming facilities in the country; the swimming pool, at 330 feet in length, is the largest in New York City.

Other open spaces in the secondary study area include Whitey Ford Field, and Halletts Cove Park/Playground. The 3.62-acre Whitey Ford Field contains a baseball diamond, bleachers, benches, and fitness equipment. The park is located along the waterfront and contains panoramic views of Manhattan and Randall's/Ward's Island. Halletts Cove Park/Playground is a 5.7-acre open space resource. The neighborhood park is bounded by the East River, 1st Street, Halletts Cove, and Vernon Boulevard. It contains ball courts, handball courts, a comfort station, play equipment and playgrounds, benches, and a kayak/canoe launch site. The esplanade provides views of the East River, Lighthouse Park at Roosevelt Island, and the Manhattan skyline.



21. Multi-family building on the corner of 26th Ave and 1st St.



22. Manufacturing building on 2nd St between 26th Ave and the East River.



23. One and two-family walkup buildings on 26th Ave.



24. Industrial buildings on 26th Ave.



25. Community Facility and office building on the corner of 27th Ave and 2nd St.



26. Astoria Houses on the corner of 1st St and 27th Ave.



27. Looking north towards the RFK and Hells Gate Bridges from the Shore Towers Condominium esplanade



28. Looking west from the Shore Towers Condominium esplanade

View Corridors and Visual Resources

The secondary study area includes a substantial number of visual resources including natural features, landmark structures, and open spaces. The landmark structures that can be viewed from within the study area include the Hell Gate span of the RFK Bridge (formerly the Triborough Bridge; National Historic Civil Engineering Landmark) and the Hell Gate (East River Arch) Bridge. The suspension and steel arch bridges can be seen from Whitey Ford Field; 9th Street dead end; the waterfront esplanade at Shore Towers; Shore Boulevard; Astoria Park South; 14th and 18th Streets; 14th Place at 26th Avenue; and 8th Street at 27th Avenue. In addition, panoramic views of the Manhattan skyline can be viewed from the Halletts Cove waterfront esplanade; 27th and 26th Avenues from 1st Street; Whitey Ford Field; the waterfront esplanade at the Shore Towers; Astoria Park South; Shore Boulevard; and upland at Astoria Boulevard and Main Avenue. However, many of the public view corridors to the south of the Project Area terminate at 26th Avenue and are obstructed by fences and industrial buildings along the avenue (see photo 11 and 12 in **Figure 7-6d** and photo 14 in **Figure 7-6e**).

Future without the Proposed Actions (No-Action Condition)

Primary Study Area (Rezoning Area)

As discussed in **Chapter 1, "Project Description,"** in the future without the Proposed Actions, the Primary Study Area would not be rezoned.

Urban Design

Street Pattern and Streetscape

In the No-Action condition, there would be no improvements to the streetscape of street patterns in the Primary Study Area.

Buildings

Absent the Proposed Actions, Projected Development Site 1 would be developed as a warehouse. It is assumed that Projected Development Site 1 would be developed with a 2-story 172,612 gsf warehouse 82 accessory parking spaces. The existing vacant warehouse building on Projected Development Site 2 would be re-occupied with 28,750 gsf of typical warehouse uses and 14 accessory parking spaces.

Natural Features and Open Space

In the 2031 No-Action condition, no new public open spaces will be developed and there will be no changes to natural features.

View Corridors and Visual Resources

In the 2031 No-Action condition, there will be no new view corridors. The existing and proposed buildings would continue to block views north of the East River, the Hell Gate, and the RFK Bridges, as under existing conditions.

Secondary Study Area

As described in **Chapter 2, "Land Use, Zoning, and Public Policy,"** several sites may be redeveloped by 2031 within secondary study area. As discussed below, the development resulting from the *Halletts Point Rezoning* (approved in 2013) and *Astoria Cove* (approved in 2014) will result in significant changes to urban design within the secondary study area.

Urban Design

Street Pattern and Streetscape

The Astoria Cove development will include extending 4th Street north of 26th Avenue to allow for pedestrian and vehicular access. The extension of 4th Street would connect to the proposed vehicular right-of-way within the Astoria Cove waterfront public access area, allowing uninterrupted pedestrian and vehicular traffic flow more in keeping with the surrounding Astoria street grid. In addition, 26th Avenue, a two-way mapped street that currently dead-ends east of 4th Street, would be built out to extend from 4th Street to 9th Street. Eighth Street between 27th Avenue and the waterfront will be demapped to create a pedestrian walkway. The extension of 4th Street, the extension of 26th Avenue, the creation of the vehicular right-of-way, and the demapping of 8th Street are planned to be completed by the 2031 build year.

Buildings

As described in **Chapter 2, "Land Use, Zoning, and Public Policy,"** there are six No-Build developments in the secondary study area. 26-35 3rd Street will be a seven-story mixed-use development with 40,600 gsf of residential space (58 DUs), 14,780 gsf of commercial space, 14,681 gsf of community facility space, and 29 parking spaces. 26-30 4th Street will be 98,534-gsf residential development (99 DUs). 26-02 4th Street will be a seven-story mixed-use development with 31,905 gfs of residential space and 9,184 gsf of community facility space. 3-24 27th Avenue will be a 126,176 gsf residential development (163 DUs).

The Halletts Point project will facilitate the development of eight mixed-use buildings that will range in height from 40 to 310 feet (base heights ranging from 40 ft to 80ft in height). In total, the Halletts Point site will be developed with 2,195,159 gsf of residential space with 2,161 market rate DUs and 483 affordable DUs; 68,663 sf of retail space; and 407,782 sf of surface and garage parking area. One of the eight buildings, 10 Halletts Point, was completed in 2018. 10 Halletts Point is 22-stories in height (223-feet) and includes 404,660 gsf (FAR of 7.08) with 404 DUs.

The Astoria Cove project will facilitate the development of five mixed-use buildings that will range in height from 80 to 320 feet. In total, the Astoria Cove site will be developed with 1,689,416 gsf of residential floor area with approximately 1,700 DUs of which 295 would be affordable dwelling units; 109,470 gsf of local retail space, a 25,000-gsf supermarket; a site for an elementary school with approximately 456 seats (PK-5); and approximately 900 accessory parking spaces. The three buildings located along the waterfront will have base heights between 40 and 102 feet that will be topped with towers ranging in height from 120 to 320 feet. The two buildings located on the upland parcels would have base heights between 40 and 60 feet and a maximum height of 80 feet and 90 feet. The overall Astoria Cove project would have a total FAR of 5.0.

Natural Features and Open Space

In the future No-Action condition, there will be two new open space resources. The Astoria Cove project will facilitate the development of 83,846 sf of publicly accessible open space. The Halletts Point project will include 102,366 sf of publicly accessible open space along the waterfront.

View Corridors and Visual Resources

In the 2031 No-Action condition, the planned Halletts Point and Astoria Cove projects would create new publicly accessible waterfront open space which would result in prominent view of visual resources including the East River, the Manhattan skyline, Roosevelt Island, Wards Island, the Wards Island Bridge, and the RFK and Hell Gate Bridges.

Future with the Proposed Actions (With-Action Condition)

This section describes the effects of the Proposed Actions on the urban design and visual resource conditions in the area by 2031 and evaluates the potential for the Proposed Action to result in significant adverse impacts. The site plan, massing, and illustrative renderings of the proposed project are presented in **Figure 7-8** through **7-10**, respectively.

Primary Study Area (Rezoning Area)

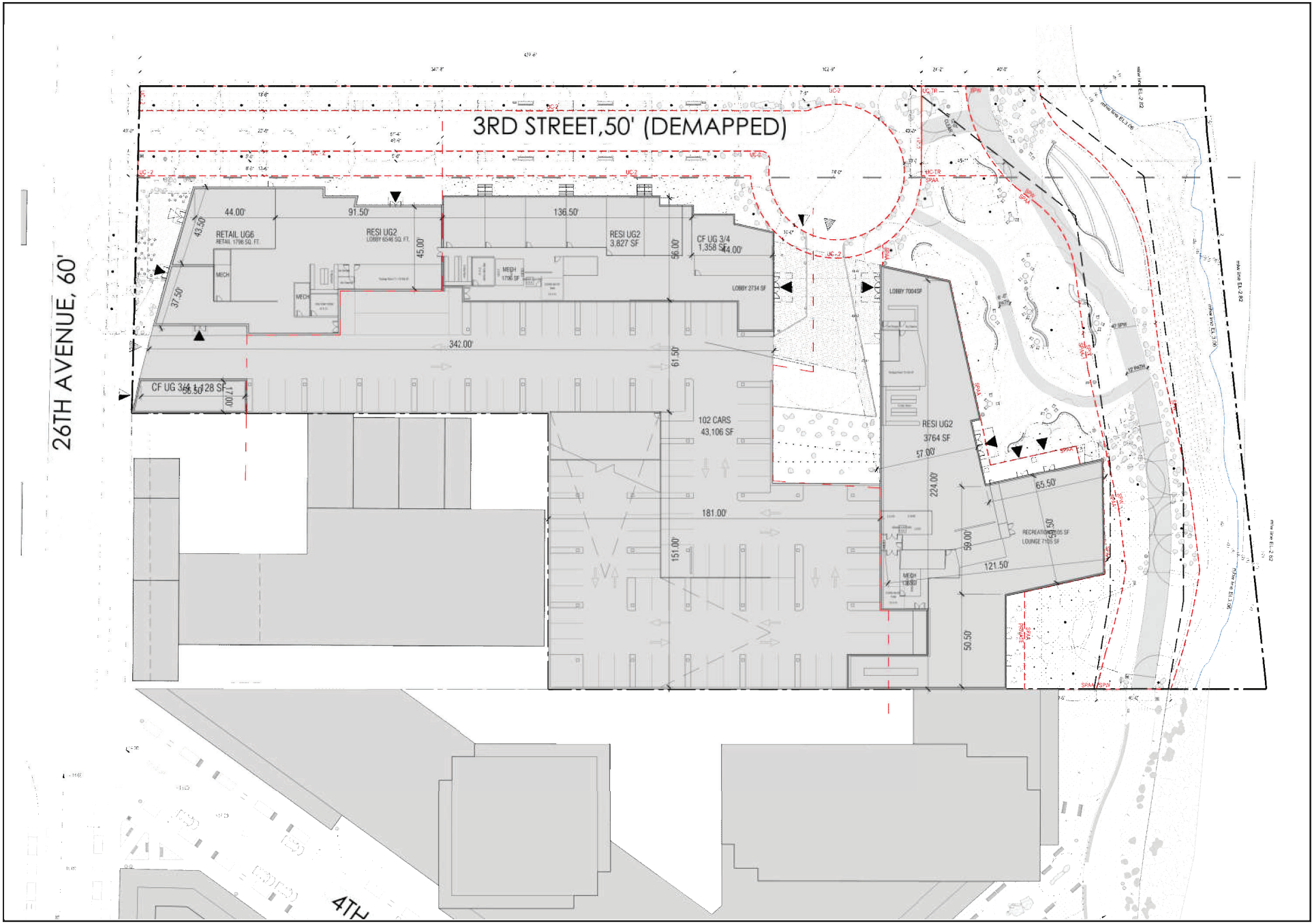
By 2031, it is anticipated that the Proposed Actions would be in place, and that, as a result, all of the projected development would be complete. Development within the Project Area pursuant to the Proposed Actions would affect the area's urban design, specifically the streetscape and building bulk, use, and type, as described below.

Urban Design

Street Pattern and Streetscape

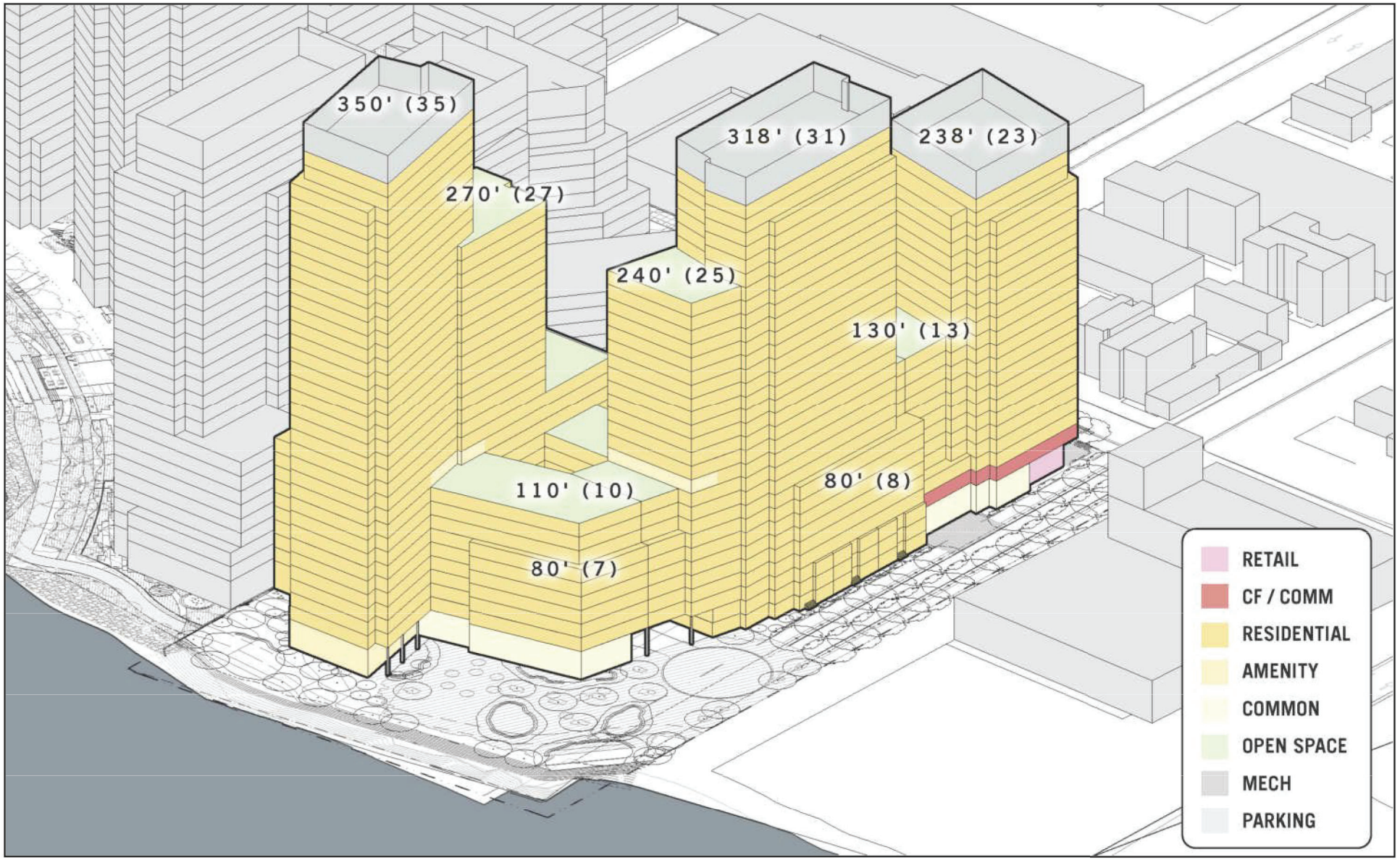
The primary study area's street pattern and streetscape would improve in the With-Action condition. As a result of the Proposed Actions, 3rd Street, which is a mapped but unbuilt street north of 26th Avenue, would be demapped and built out, allowing uninterrupted pedestrian and vehicular traffic more in keeping with the surrounding Astoria street grid. Access to the 525-space accessory parking garage would be via 3rd Street and 26th Avenue (see **Figure 7-8**). The Proposed Project would also contain 41,363 sf of publicly accessible open space along the waterfront that would provide multi-layered active and passive recreation space. In addition, the streetscape surrounding the Project Area would be enhanced through plantings and sidewalk improvements as well as the reactivation of the pedestrian realm through ground floor retail and community facility uses.

While 3rd Street is a mapped street, it is currently unimproved. The Applicant proposes to demap and improve 3rd Street to be a two-way 50-foot wide publicly accessible street. Two pedestrian sidewalks will flank the roadway and serve as an upland connection. The sidewalks would be 13.5 feet wide, and include bench seating and planting strips that will collect stormwater runoff. Third Street will terminate with a 70-foot wide roundabout that abuts an upland connection transition area and the waterfront esplanade's supplemental public access area. The transition between the turnaround and the transition area is



Halletts North

Figure7-8
Projected Development Site 1 - Proposed Ground Floor Plan
For Illustrative Purposes Only



Source: Studio V Architecture, PLLC

Figure 7-9
Projected Development Site 1 - Proposed Massing
For Illustrative Purposes Only



Source: Studio V Architecture, PLLC

Figure 7-10
Projected Development Site 1 - Illustrative Rendering

seamless as they both will contain the same paving throughout. The areas will be separated by boulder bollards and will not contain a curb cut.

Buildings

The Proposed Actions would result in development on Projected Development Site 1 and Projected Development Site 2. Projected Development Site 1 will consist of three towers ("Towers 1-3") of varying heights and sizes that have been designed to allow maximum light and air to pass. The Proposed Project will include a mixture of slab and point towers with maximum building heights increasing as the development approaches the waterfront (the maximum building height will be 350 feet at Tower 3), and lower heights adjacent to 26th Avenue and the surrounding neighborhood (the maximum building height will be 238 feet at Tower 1). Non-residential uses will be concentrated along 26th Avenue to provide amenities and neighborhood retail to the surrounding area.

The Proposed Project will be a mixed use, predominantly residential, development consisting of a single building on a 164,392 square-foot site (6.0 FAR). The building will consist of three segments that include 1,130,462 gsf of residential floor area (5.86 FAR), 1,887 gsf of commercial floor area (0.01 FAR), 22,638 gsf of community facility floor area (0.13 FAR), and 525 accessory parking spaces. Additionally, the Proposed Project will include 41,530 square feet of publicly accessible open space (approximately one acre). The Proposed Project will be constructed in three phases. When fully built, the Proposed Project will include approximately 1,400 dwelling units, 350 of which will be constructed pursuant to Option 1 under the Mandatory Inclusionary Housing Program.

Projected Development Site 1

Tower 1 will be located along the full length of Projected Development Site 1's 26th Avenue frontage and extend across 3rd Street for approximately 136 feet. Tower 1 will be a 23-story, 238-foot tall mixed-use building with a total of approximately 249,560 sf of floor area (271,590 gsf), consisting of 231,322 sf of residential floor area (252,122 gsf), 1,787 sf of commercial floor area (1,887 gsf), and 16,451 sf of community facility floor area (17,581 gsf). The commercial space will be located on the ground floor of the Tower 1 at the northeast intersection of 26th Avenue and 3rd Street. Community facility space will be provided on the first-floor mezzanine and second floor of Tower 1. Access to the community facility space will be provided through a lobby located on the easternmost frontage on 26th Avenue. Residential dwelling units will be provided on the third through twenty-second floors. Tower 1 will have a total of 299 dwelling units. At a height of 65 feet, Tower 1 would set back five feet from 3rd Street up to a height of 191 feet. Tower 1 will then set back 10 feet from 3rd Street for the remainder of the building height.

Tower 2 would have 182 feet of frontage along 3rd Street. Tower 2 will be north of and adjacent to Tower 1. Tower 2 would be an approximately 31-story, 318-foot tall mixed-use building with a total of approximately 310,787 sf of floor area (385,397 gsf), consisting of 305,730 sf of residential floor area (380,340 gsf), and 5,057 sf of community facility floor area (5,057 gsf). Tower 2 will include a total of 490 dwelling units. The dwelling units on the ground floor will be townhome-style units with garden stoops and entrances directly on 3rd Street. A community facility space will be located on the ground and second floors of the building. The remainder of Tower 2 will be residential. The eastern prolongation of Tower 2 will provide recreation and amenity space for Projected Development Site 1. At a height of 65 feet, Tower 2 will set back nine feet from 3rd Street up to a height of 288 feet. Tower 2 will then set back at least 19 feet from 3rd Street for the remainder of the building height

Tower 3 would be located at the end of 3rd Street along the waterfront esplanade, facing the East River. Tower 3 would be north of and adjacent to Tower 2. Tower 3 will be a 34-story, 350-foot tall residential building with a total of approximately 426,690 sf of residential floor area (498,000 gsf) and a total of 611 dwelling units. At a height of 65 feet, Tower 3 will not set back from the from the shore public walkway up to a height of approximately 305 feet. The tower will then set back 9 feet from the shore public walkway for the remainder of the building height. See **Figure 7-11** for an illustrative elevation drawing, showing Towers 1, 2 and 3. The total FAR of the three proposed towers combined would be 6.0.

Projected Development 1 will feature a 525-space accessory three-story parking garage. The parking garage will be constructed in the interior of the Development Site, on floors 1-3. The parking garage will be accessed by an approximately 45-foot curb cut on 26th Avenue. The garage will also be accessible from 3rd Street, off the cul-de-sac. The parking garage will include four accessory loading berths and 525 accessory bicycle parking spaces.

Projected Development Site 2

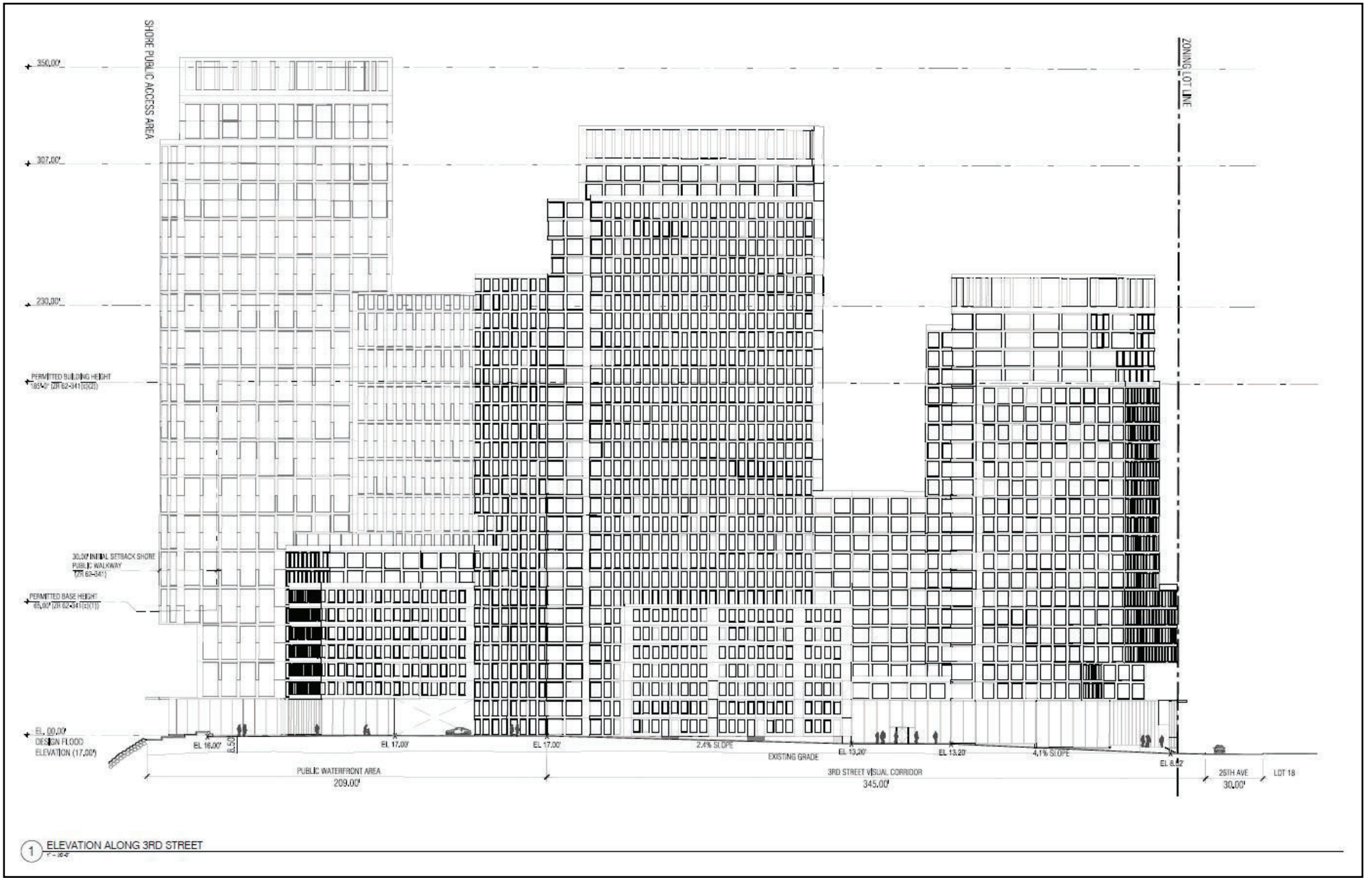
Projected Development Site 2 would be a 150-foot tall residential and commercial building with approximately 212,296 gsf (6.0 FAR). The building would have approximately 204,296 gsf of residential space, 15,000 gsf of commercial space, 265 DUs, and 115 accessory parking spaces accessible from 26th Avenue.

Natural Features and Open Space

As described in **Chapter 5, "Open Space,"** Projected Development Site 1 will include approximately 41,363 square feet (approximately 0.85 acres) of publicly accessible open space, which will include a waterfront esplanade that will run along the entire length of Projected Development Site 1, coincident with the East River, and provide multi-layered active and passive recreation space. Access to the waterfront will begin at the intersection of 26th Avenue and 3rd Street.

The waterfront esplanade will have a 10,800 sf supplemental public access area, which will include four oyster-shaped rain gardens that will be designed to collect and retain excess rainwater. Each rain garden will include a built-in organic waved shape that will contribute to the unique design of the waterfront area. The rain gardens will be separated by varying open social spaces that will be approximately six-feet wide. Pedestrian seating, along with accessible companion seating, will be provided along portions of the perimeter of the rain gardens. The second area will be located adjacent to the Astoria Cove waterfront and have an area of 2,796 square feet. It will include a portion a portion of a terraced and turfed seating area that will face the water.

Closer to the water, Projected Development Site 1 will include a 13,596 sf shore public walkway that will connect directly to the approved shore public walkway at Astoria Cove. A portion of the oyster rain gardens will be included in the short public walkway as well as two terraced and turfed seating areas along the waterfront. The Applicant proposes to improve 3rd Street to be a two-way 50-foot wide, publicly-accessible, unmapped street. Two pedestrian sidewalks will flank the roadway. The sidewalks will be 13.5 feet wide, and include bench seating and planting strips that will collect stormwater runoff. One seating area will be located at the west-end while the other seating area will be located at the east-end of the Projected Development Site 1, adjacent to the Astoria Cove waterfront. Five fitness/exercise stations with rubber safety surfaces will be provided in the shore public walkway. Four will be located at the east end



Source: Studio V Architecture, PLLC

Halletts North

Figure 7-11
Projected Development Site 1 - Elevations

of the shore public walkway, adjacent to Astoria Cove, and one will be located at the west end of the shore public walkway, just north of the turnaround.

Projected Development Site 1 will introduce a diverse planting palette including street and canopy trees along 3rd Street. The supplemental public access area and shore public walkway will include a variety of mid-slope (seaward) plantings, a meadow plant mix, and rain garden plant mixes which will diversify the waterfront area.

Visual Resources and View Corridors

As noted above, there are no visual resources located within the Project Area. As the location of the proposed buildings is consistent with the existing street grid, most views toward the East River and Manhattan skyline would still be available from the Project Area in the future with the Proposed Actions. Specifically, views of the East River and Manhattan skyline would still be available from the foot of 26th Avenue. Additionally, the proposed upland connection along 3rd Street would provide access to the new waterfront esplanade, thereby providing new, unobstructed views of the East River and Manhattan skyline from this location.

Wind

As stated in the *CEQR Technical Manual*, the construction of multiple tall building at locations that experience high wind conditions, such as along west and northwest-facing waterfronts, may result in an exacerbation of wind conditions that may affect pedestrian safety. Large buildings have the potential to intercept the flow of wind at high elevations along the building façade and redirect wind down to ground level. Such "downwash flow" can cause accelerated wind speeds at the pedestrian level, which typically occurs at the corners of tall buildings where the downwashed wind passes around the edge of the building. When two or more buildings are situation side by side, winds tend to accelerate through the gap between the buildings, known as a "channeling effect." If these conditions occur for prevailing winds, and especially for strong winds, there is an increased potential for the creation of accelerated winds at ground level.

As the Proposed Actions would facilitate the construction of multiple large towers close to one another along the East River, there is the potential for downwash and channeling effects and consequent elevated pedestrian-level wind conditions. Therefore a detailed analysis of pedestrian wind conditions was undertaken by the firm SLR to determine whether the Proposed Project might result in accelerated ground-level winds (see **Appendix C**).

A wind tunnel study was undertaken to determine wind conditions in the area, with and without the Proposed Project. The wind tunnel model included all relevant surrounding buildings and topography within an approximately 1,600-foot radius of the development site. The test model was equipped with 97 omni-directional probes to record wind speed at the pedestrian-level (approximately 5 feet above grade). The wind tunnel data were then combined with the wind climate model for this region to predict the occurrence of wind speeds in the pedestrian realm and compare against wind criteria for comfort and safety. The results of the wind tunnel study (included in **Appendix C**) indicated that generally, conditions surrounding the Proposed Project are generally comfortable for leisurely walking or better year-round. Stronger wind flows, conducive to fast walking in the winter, occur near the southwest corner of the development site, as well as along the esplanade to the north. Elevated pedestrian wind conditions would be limited to the building entrances for Tower 2 and Tower 3 located off the driveway from Third Street. As such, the canopies for the Proposed Project were adjusted to reduce the elevated pedestrian wind

conditions (included in the ULURP application for the Proposed Project), and no significant adverse pedestrian wind impacts would result. Further, as the potential high wind conditions at these locations would only occur during the winter months and would occur at a location where a limited number of pedestrians would be affected, no significant adverse urban design impacts due to pedestrian wind would result at these locations.

Primary Study Area Assessment

Urban Design

Street Pattern and Streetscape

The With-Action development on Projected Development Site 1 would be consistent with the street pattern and streetscape found immediately adjacent to the primary study area. The redevelopment of 3rd Street would be a marked improvement over the No-Action condition and would allow enhanced pedestrian and vehicular circulation within the waterfront and would be consistent with the regular grid pattern characteristic of the surrounding area. In addition, streetscape improvements and ground floor retail and community facility space along the public corridors would enhance the pedestrian realm, making the surrounding area more active and inviting.

Buildings

As shown in **Figure 7-9**, the Proposed Actions would significantly change the urban design character of the Project Area. Projected Development Site 1 would include a building with three towers ranging in height from 238 to 350 feet tall with a total of 1,154,987 gsf. Projected Development Site 2 would include a building with a height of 150 feet with a total of 219,296 gsf. The height and bulk of the proposed buildings would be substantially taller than the vacant site and existing vacant two-story building within the Project Area. The increased scale, both in terms of bulk and height, would be a notable change from the pedestrian's perspective to the appearance and character of the Project Area compared to the No-Action condition.

Figures 7-12 and **7-13** provide pedestrian views of Projected Development Site 1 along 3rd Street under the No-Action and With-Action conditions. **Figure 7-14** and **7-15** compare pedestrian views of Projected Development Site 1 looking west on 26th Avenue. **Figure 7-16** and **7-17** compare pedestrian views of Projected Development Site 1 looking east on 26th Avenue. Instead of a stretch of industrial and manufacturing buildings, the pedestrian experience of the area would include new buildings with active ground floor uses. Projected Development Site 1's floor area would be concentrated in three towers on one continuous base. This would allow for the interspersing of shorter and taller building portions, which would break up the bulk of the development and remove the "wall-of-buildings" condition. Buildings would be designed to break up the bulk of the towers, allow more light and air to bypass the buildings, and enhance the pedestrian experience on 3rd Street. The Proposed Project will include a mixture of slab and point towers with maximum building heights increasing as the development approaches the waterfront (the maximum building height will be 350 feet at Tower 3), and lower heights adjacent to 26th Avenue and the surrounding neighborhood (the maximum building height will be 238 feet at Tower 1). In addition, the dwelling units on the ground floor of Tower 2 will townhome-style units with garden stoops and entrances directly on 3rd Street.



Figure 7-12
Projected Development Site 1: No-Action Pedestrian View
Looking North on 3rd Street

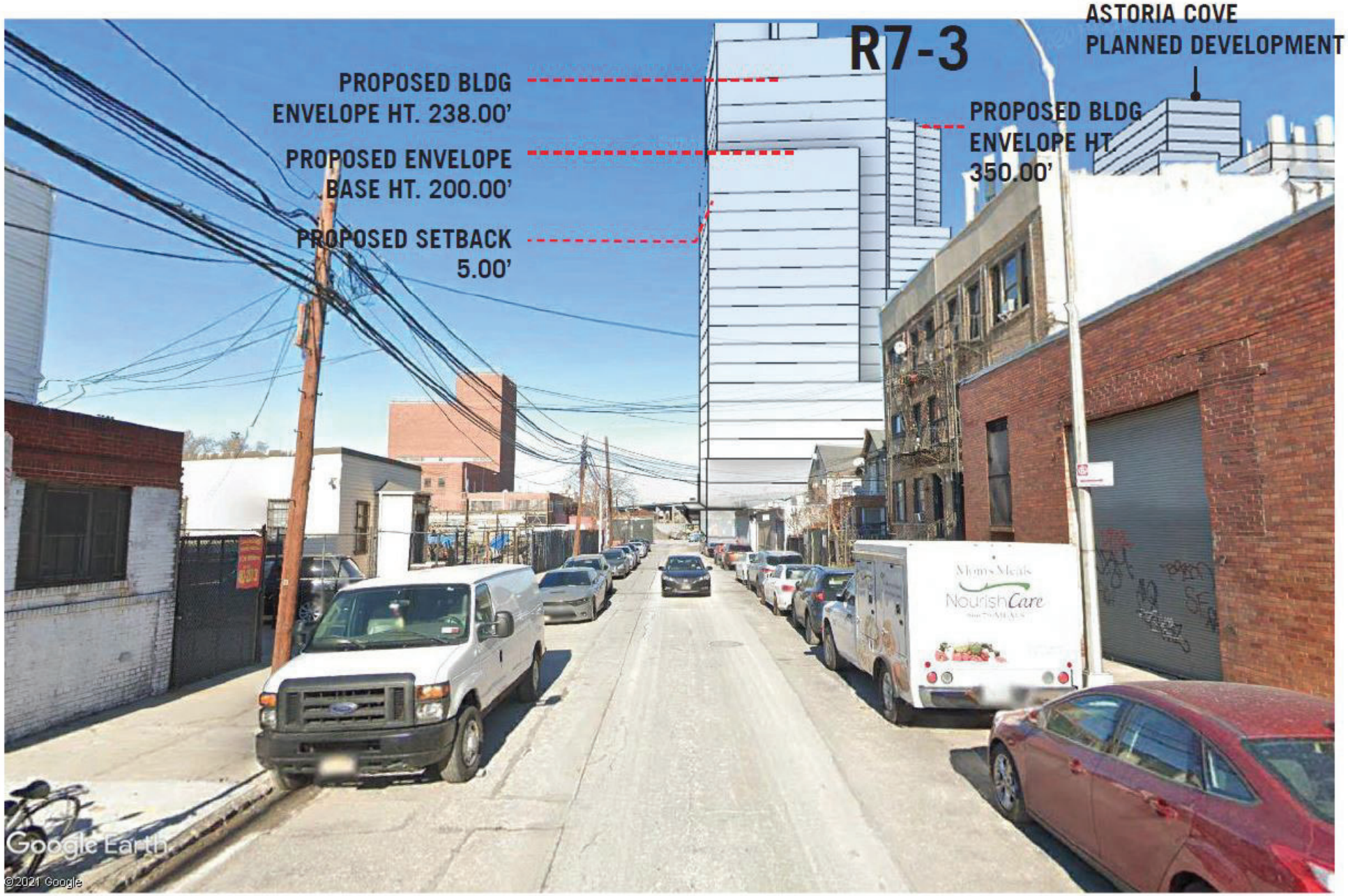


Figure 7-13
Projected Development Site 1: With-Action Pedestrian View
Looking North on 3rd Street



Halletts North

Figure 7-14
Projected Development Site 1: No-Action Pedestrian View
Looking West on 26th Avenue

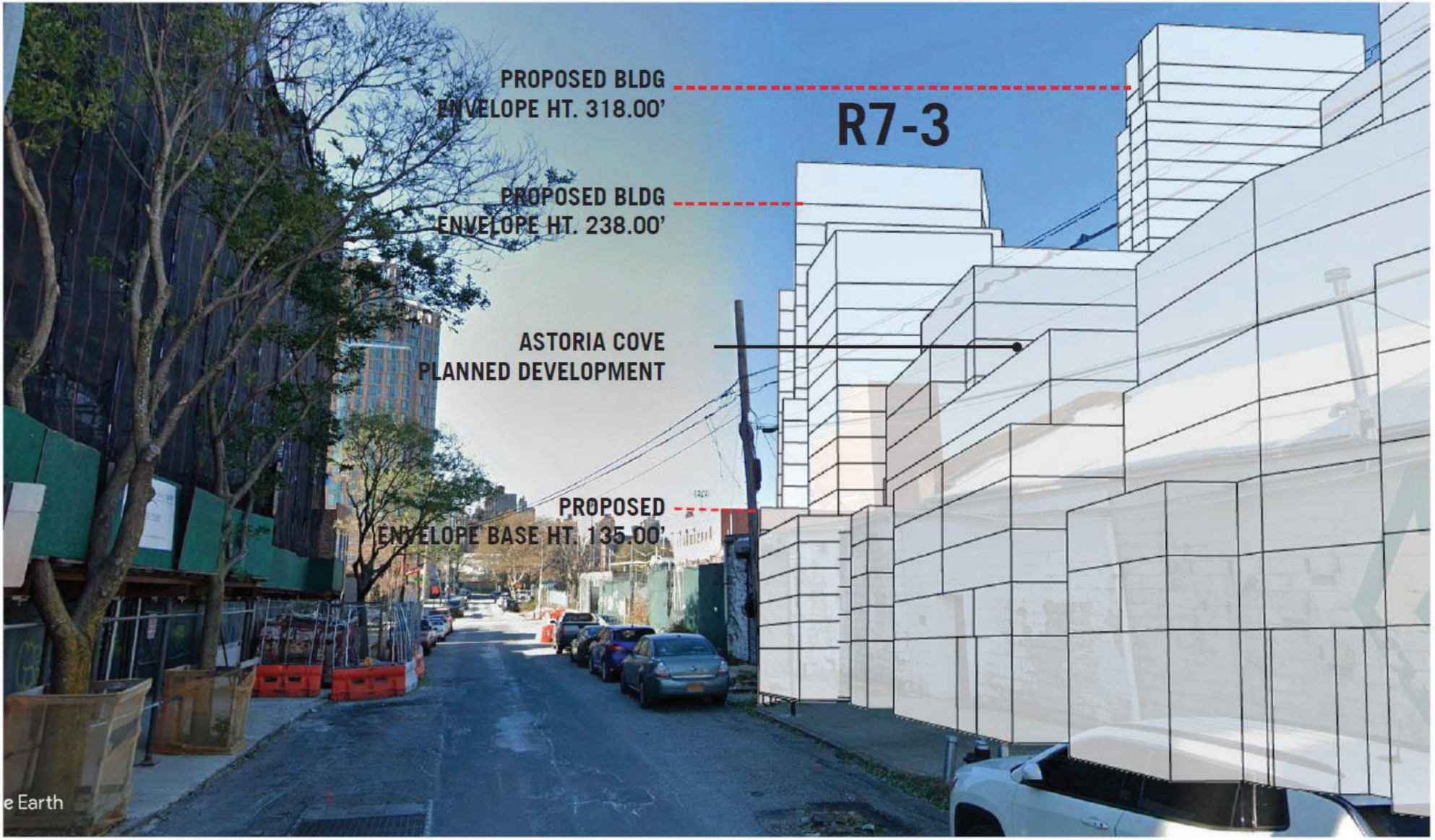


Figure 7-15
Projected Development Site 1: With-Action Pedestrian View
Looking West on 26th Avenue



Halletts North

Figure 7-16
Projected Development Site 1: No-Action Pedestrian View
Looking East on 26th Avenue

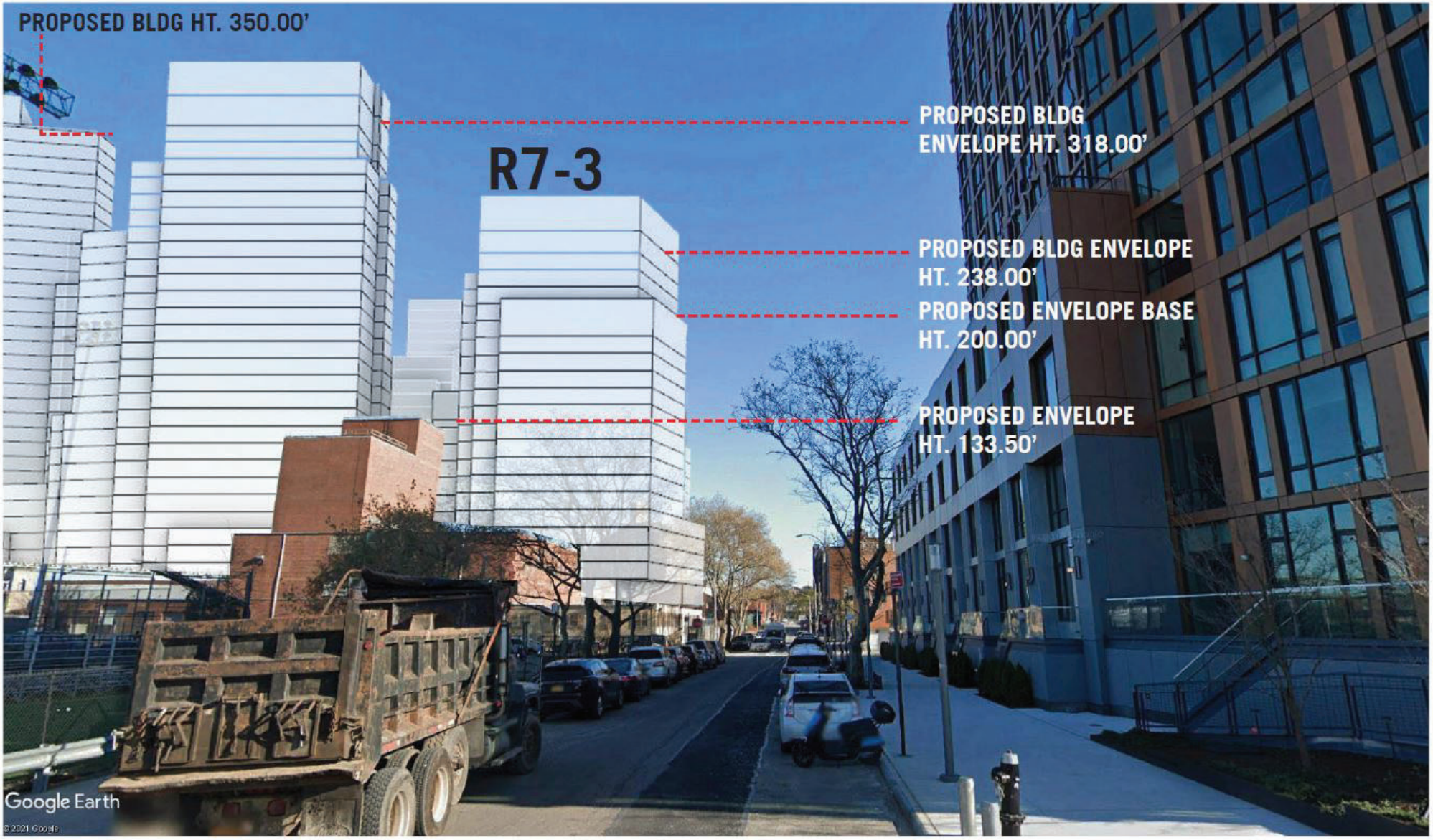


Figure 7-17
Projected Development Site 1: With-Action Pedestrian View
Looking East on 26th Avenue

The Proposed Project will be subject to the height and setback requirements applicable to waterfront blocks. Pursuant to ZR 62-341(c), buildings fronting on a narrow street may rise to a maximum base height of 65 feet before a 15-foot setback is required from the street line and a setback of 30 feet is required from a shore public walkway. Buildings may not exceed a maximum building height of 185 feet. Each residential story of a building located entirely above the maximum base height of 65 feet may not exceed a gross area of 8,100 square feet or larger. For purposes of height and setback regulations, 3rd Street, as an upland connection, will be considered a narrow street.

The following height and setback waivers will foster a better site plan comprised of slab and point towers that will break-up and articulate the proposed building mass, and concentrate height towards the waterfront rather than 26th Avenue and the surrounding neighborhood:

- Tower 1:
    - Tower 1 will require waivers of maximum base height regulations on 3rd Street. At a height of 65 feet, Tower 1 will set back five feet from 3rd Street up to a height of 191 feet. Tower 1 will then set back 10 feet from 3rd Street for the remainder of the building height.
    - Tower 1 will require a waiver of maximum building height regulations, as the maximum building height will be 238 feet.
    - Tower 1 will require a waiver of maximum tower size regulations, as floors six through twenty-three, above the maximum base height, will have a gross area in excess of 8,100 square feet.
- Tower 2:
    - Tower 2 will require waivers of maximum base height regulations on 3rd Street. At a height of 65 feet, Tower 2 will set back nine feet from 3rd Street up to a height of 288 feet. Tower 2 will then set back at least 19 feet from 3rd Street for the remainder of the building height (and therefore will not require a waiver).
    - Tower 2 will require a waiver of maximum building height regulations, as the maximum building height will be 318 feet.
    - Tower 2 will require a waiver of maximum tower size regulations, as floors six through thirty-one, above the maximum base height, will have a gross area in excess of 8,100 square feet.
- Tower 3:
    - Tower 3 will require waivers of maximum base height regulations in connection with the shore public walkway. At a height of 65 feet, Tower 3 will not set back from the shore public walkway up to a height of approximately 305 feet and 6 inches. The building will then set back 9 feet, 6 inches from the shore public walkway for the remainder of the building height.
    - Tower 3 will require a waiver of maximum building height regulations, as the maximum building height will be 350 feet.
    - Tower 3 will require a waiver of maximum tower size regulations, as floors seven through thirty-four, above the maximum base height, will have a gross area in excess of 8,100 square feet.
    - Tower 3 will require a waiver of regulations which limit the maximum width of walls facing the shoreline to 100 feet. The proposed width of walls facing the shoreline will be 226 feet.

Compared to the future without the Proposed Actions, in the future with the Proposed Actions the visual appearance and thus the pedestrian experience of the Project Area would change considerably; however, this change would not meet the *CEQR Technical Manual* threshold for a significant adverse urban design impact in that it would not alter the arrangement, appearance, or functionality of the Project Area such that the alteration would negatively affect a pedestrian's experience of the area.

Natural Features and Open Space

Projected Development Site 1 will include an expansive waterfront esplanade with a design motif inspired by the unique shape of oyster shells (see **Figure 7-18**). The waterfront design will fulfill the goals of reconnecting the City to the water and creating continuity between waterfront areas as envisioned by the Vision 2020: New York City Comprehensive Waterfront Plan. The waterfront esplanade will also serve to activate the waterfront with new opportunities for the surrounding community. Once completed, and with the exception of the zoning lot located directly to the west, Projected Development Site 1's waterfront esplanade will connect an almost 2.5 mile stretch of green waterfront which will extend from Astoria Park to the northeast all the way to Rainey Park to the southwest. In addition, the waterfront esplanade will provide compelling views to the Robert F. Kennedy and Hell Gate bridges, Randall's Island, and Manhattan and the Bronx.

The new waterfront esplanade and new publicly accessible open spaces would provide recreational areas that would visually enhance the experience of walking around the Project Areas. These pedestrian areas and pathways would also improve access to the waterfront and circulation on the Project Area, as well as providing a cohesive transition and connection between the Project Area and surrounding open space resources. The greater levels of pedestrian activity generated by the proposed uses would be self-reinforcing, making the Project Area more inviting and appealing to visit. Overall, the proposed development would enhance the pedestrian's experience of the Project Area and improve the urban design of the Project Area by replacing underutilized buildings and vacant land with new active, mixed-use development.

As discussed in detail in **Chapter 6, "Shadows,"** project-generated shadow coverage would generally be limited to the western portions of the future open space during the late morning hours, but would exit by the early afternoon hours, leaving the western portions almost completely in sun. Because shadows are not static and move from west to east throughout the day, as the western portions of the future open space experience direct sunlight during the afternoon hours, the eastern portions of the future open space would receive project-generated shadow coverage. As the programming for the project-generated open space is not yet finalized, it is difficult to project what types of features and amenities would experience incremental shadow coverage. However, it is expected that the future open space areas would be designed to account for project-generated shadows.

Wind

Stronger wind flows, conducive to fast walking in the winter, occur near the southwest corner of the development site, as well as along the proposed esplanade to the north. Elevated pedestrian wind conditions would be limited to the building entrances for Tower 2 and Tower 3 located off the driveway from Third Street. As such, the canopies for the Proposed Project were adjusted to reduce the elevated pedestrian wind conditions (included in the ULURP application for the Proposed Project), and no significant adverse pedestrian wind impacts would result. Further, as the potential high wind conditions at these locations would only occur during the winter months and would occur at a location where a



OYSTER SHAPES



SEAT WALL PRECEDENT



Figure 7-18
Proposed Open Space

limited number of pedestrians would be affected, no significant adverse urban design impacts due to pedestrian wind would result at these locations.

Visual Resources and View Corridors

The Proposed Actions would result in the construction of large-scale structures on currently vacant or underutilized lots. Development facilitated by the Proposed Actions would be constructed so as to establish new view corridors, opening up new views to the northeast along the proposed and improved 3rd Street, (refer to **Figure 7-19**). The view corridors are currently obstructed by fencing and would remain obstructed in the No-Action condition. As such, the Proposed Actions would open up views of visual resources in the surrounding area, including the East River and Randall's/Ward's Island, the Manhattan skyline, Roosevelt Island, and the RFK and Hell Gate Bridges.

As such, the Proposed Actions would not result in a significant adverse impact to visual resources and view corridors within the primary study area.

Secondary Study Area Assessment

Urban Design

Street Pattern and Streetscape

With-Action development within the Project Area would be consistent with the street pattern and streetscape found throughout the secondary study area. The proposed 3rd Street improvement would be a marked improvement over the No-Action condition and would allow enhanced pedestrian and vehicular circulation within the waterfront and would be consistent with the regular grid pattern characteristic of the surrounding secondary study area. In addition, streetscape improvements and ground floor retail along the public corridors would enhance the pedestrian realm, making the surrounding area more active and inviting.

Buildings

While differing in bulk and form from many of the buildings found throughout the secondary study area today, the proposed With-Action development would be consistent with the existing and planned residential development within the secondary study area. The Astoria Houses, located one block south of the Project Area, consists of 22 six- to seven-story, medium-density residential buildings on a 32-acre campus. While the proposed developments would have a higher density than the existing Astoria Houses buildings, the increased scale, both in terms of bulk and height would be consistent with existing residential buildings in the secondary study area.

As discussed above, the Proposed Project will be subject to the height and setback requirements applicable to waterfront blocks. Pursuant to ZR 62-341(c), buildings fronting on a narrow street may rise to a maximum base height of 65 feet before a 15-foot setback is required from the street line and a setback of 30 feet is required from a shore public walkway. Buildings may not exceed a maximum building height of 185 feet. Each residential story of a building located entirely above the maximum base height of 65 feet may not exceed a gross area of 8,100 square feet or larger. For purposes of height and setback regulations, 3rd Street, as an upland connection, will be considered a narrow street. Because Projected Development Site 1 is a long, L-shaped lot with limited frontage along 26th Avenue and due to the amount of space taken



Figure 7-19
Illustrative View of 3rd Street

up by 3rd Street and the proposed waterfront public access area, without the proposed waivers, the site would be limited in terms of achieving the maximum permitted FAR for the site.
The proposed height, setback, tower size, and maximum width of shoreline wall waivers will result in a better site plan and a better relationship between the zoning lot and the adjacent streets surrounding neighborhood, adjacent open areas, and shoreline, and would allow Projected Development Site 1 to be designed to maximize the permitted FAR and to have more efficient floor plates than would be possible through strict adherence to the regulations.

The Proposed Project's height and bulk will be in keeping with the future of the Halletts Point Peninsula. Immediately to the east of the Project Area lies Astoria Cove, once completed, will include five buildings with heights ranging from 8 stories (80 feet tall) to 32-stories (320 feet tall). Similar to the Proposed Actions, the approved Astoria Cove project included the rezoning of waterfront parcels from a M1-1 district to a R7-3/C2-4 district as well as a waterfront special permit to modify yard, height and setback, tower footprint size, and maximum widths of walls facing the shoreline.

The Halletts Point project will facilitate the construction of 11 buildings ranging in height from 11 to 31 stories. Similar to the Proposed Actions, the approved Halletts Point project included the rezoning of waterfront parcels from a M1-1 district to a R7-3/C1-4 district as well as a waterfront special permit to waive the Shore Public Walkway initial setback distance, height and setback, floor area coverage, tower footprint size, minimum distance between buildings on the same zoning lot, and maximum widths of walls facing the shoreline.

As discussed in detail above, the Proposed Actions will include a waterfront special permit to waive height, setback, tower size, and maximum width of walls facing the shoreline regulations. The proposed waivers would create continuity in the surrounding neighborhood as well as the waterfront. With the proposed waivers, the resulting height of the Proposed Project will be substantially similar to that of the approved developments at Halletts Point and Astoria Cove. The proposed buildings at Halletts Point will range in height from 11 to 31-stories, and the adjacent proposed buildings at Astoria Cove will range in height from 8 to 32-stories. The Proposed Project, by comparison, will range in height from 4 to 34-stories. The Proposed Waivers will therefore create continuity in the Halletts Point Peninsula, as three of the proposed developments on the peninsula will be similar in size.

Natural Features and Open Space

Through the revitalization of currently vacant or underutilized and inaccessible lots, development in the With-Action condition would introduce additional waterfront open space. The proposed open space would represent a key component of the continuous waterfront esplanade in this area of Queens, connecting to the adjacent waterfront properties.

Overall, the Proposed Actions would result in an improved street pattern and streetscape more consistent with the surrounding secondary study area, the construction of buildings consistent with the city's goals of development along the waterfront, and the continuation of existing and planned open space in the surrounding area. As such, the Proposed Actions would not result in a significant adverse impact to urban design in the secondary study area.

Visual Resources and View Corridors

Pedestrian-level views from within the secondary study area from where the proposed development would be visible would change substantially compared to the future without the Proposed Actions. In the future with the Proposed Actions, these views would include a dense development consisting of buildings significantly taller than the surrounding current urban fabric. However, prominent views from within the study area of visual resources including the East River, the Manhattan skyline, Roosevelt Island, Randall's/Ward's Island, and the RFK and Hell Gate Bridges would not be obstructed.

While the Proposed Actions would result in the construction of buildings that would obstruct certain views of the East River and the Manhattan skyline, the With-Action development would facilitate the establishment of view corridors along 3rd Street. As a result, uninterrupted northerly views would be established along 3rd Street of the East River and the RFK and Hells Gate Bridges. In addition, the Proposed Actions would create a new waterfront esplanade that would provide new, unobstructed, publicly accessible views of the East River, the Manhattan skyline, and the RFK and Hell Gate Bridges. Therefore, the Proposed Actions would provide new and expansive views of these resources. As such the Proposed Actions would not have a significant adverse impact on these visual resources as visible from the secondary study area.

As with other views of the Project Area outside the study area, pedestrian-level views from these vantage points would change substantially as the proposed buildings along the waterfront would be significantly taller than compared to the the No-Action condition. However, at this distance, the proposed buildings would be viewed in the context of other tall, modern residential developments to the south in Long Island City, as well as the anticipated Halletts Point and Astoria Coves projects to the south and east of the Project Area (see **Figure 7-20**). The Proposed Actions would facilitate the replacement of formerly vacant and underutilized lots with a new uniformly-designed development with a varied skyline, which could also become a focal point of interest. In addition, the proposed buildings would not block any significant visual resources from these vantage points. As such, these changes are not anticipated to be significantly adverse as no view of important visual resources would be obstructed. Panoramic views of the East River and the Queens waterfront would still be visible from these vantage points**.**

Overall, the Proposed Actions would not have any significant adverse impacts on visual resources in the secondary study area.



Figure 7-20
Illustrative Rendering of the Peninsula under With-Action Conditions