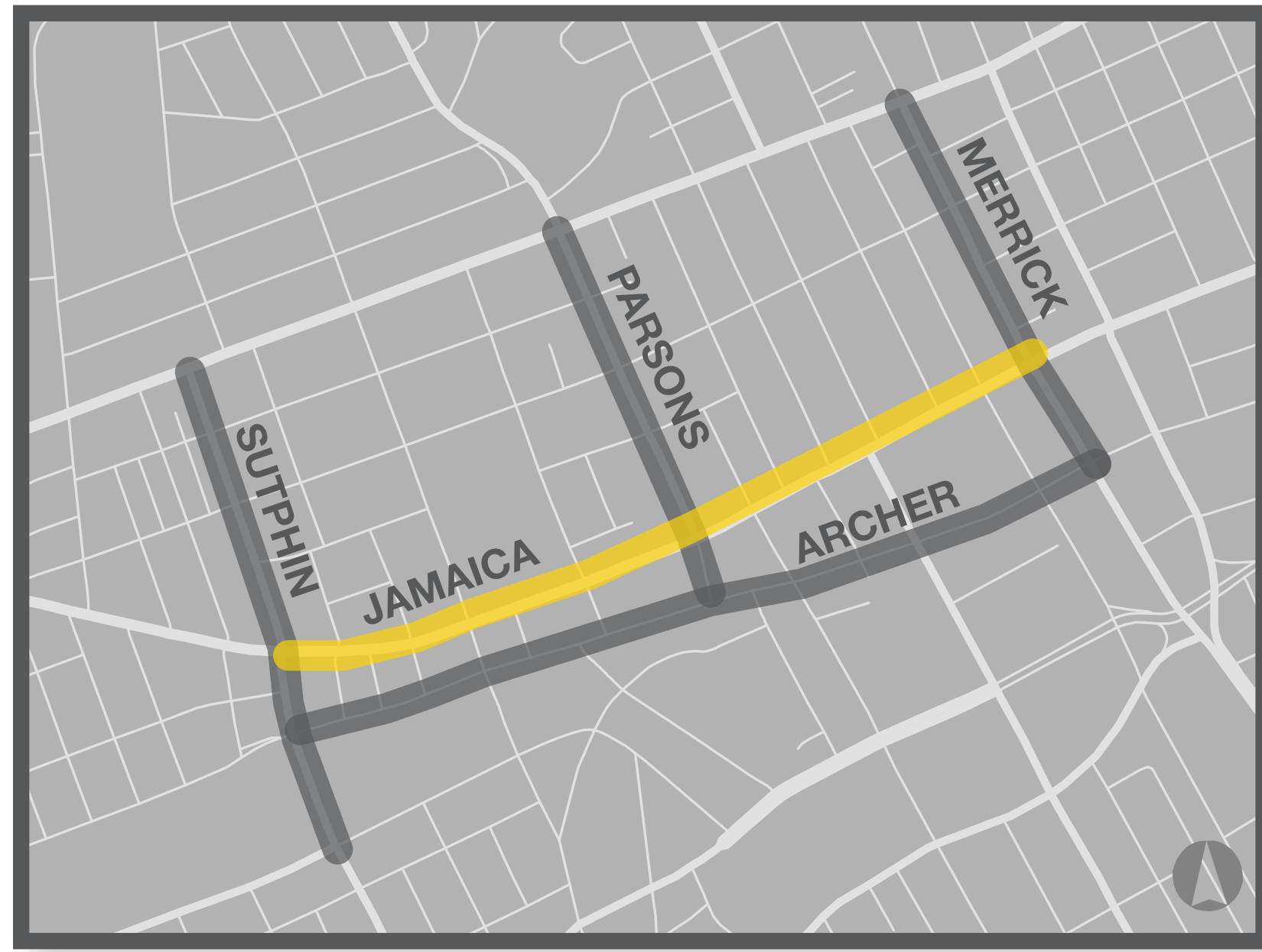


# JAMAICA AVENUE



# JAMAICA AVENUE EXISTING CONDITIONS SUMMARY

## STUDY AREA MAP



**A** Commercial land use is the prominent along the corridor. Local businesses such as grocery stores are concentrated near Sutphin Boulevard. Activity often spills onto the sidewalk.



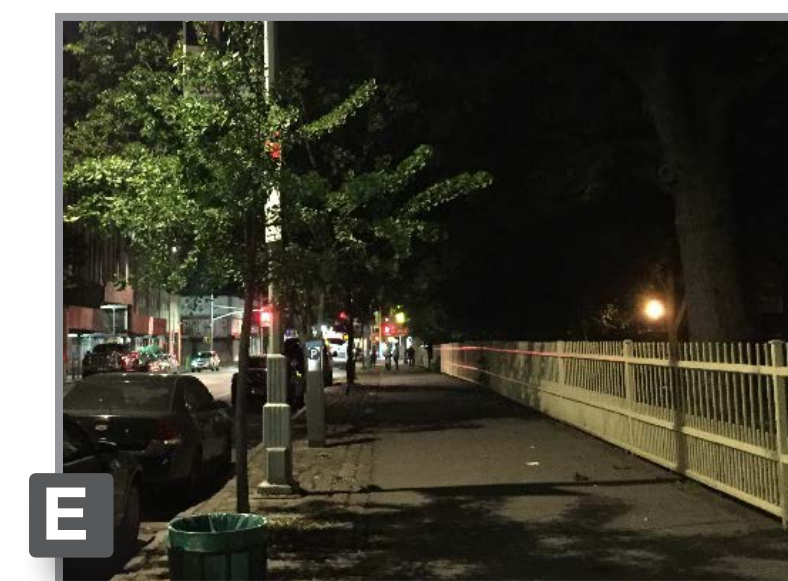
**B** Placement of amenities on sidewalk causes narrowing and pinch points along Jamaica Avenue.



**C** Red brick pavers are the prominent sidewalk material. Retail basement access, vents, and vaults can be found between Sutphin Boulevard and 150th Street.



**D** Rufus King Park is a 12-acre regional recreational destination fronting Jamaica between 150th and 153rd Street. The King Manor Museum, an historic landmark, is located near this frontage. The current perimeter fence limits access to the park and is a visual barrier.



**E** While lighting levels throughout Jamaica are generally good, the sidewalks next to King Park and other open spaces are dimly lit and uninviting.



**F** Major cultural destinations are often located in historic buildings. For example the Jamaica Performing Arts Center occupies the former First Reformed Church surrounded by gated private open space, at the 153rd Street intersection.



**G** Sidewalk congestion from waiting passengers were observed at transit facilities such as bus shelters and ticket kiosks along the corridor.



**H** Visual clutter from overhead shelter advertising dominate pedestrian view corridors. 'A' frame signs clutter sidewalk space.



**I** Jamaica Avenue has sporadic tree coverage of varying health and maturity. Recently planted trees near the Social Security Building are spaced at 20-25ft intervals.



**J** Jamaica Avenue functions as a key transportation corridor. Dedicated bus lands operate in both directions. High bus volumes especially during peak times create a noisy streetscape environment.



**K** Sidewalk congestion from dispersion at destination entrances such as Jamaica Market and Multiplex Cinemas disrupt travel patterns.



**L** Planned retail development between 160th and 161st Street, involves the amalgamation of three separate parcels into a large retail floor plate.



**M** There is a general lack of seating throughout corridor. Fire hydrants, tree pit shields, subway vents, and building elements have been observed as seating substitutes.



**N** Major regional cultural destinations such as JCAL, JPAC and King Manor Museum are located along the corridor.



**O** Narrow streets in between Jamaica and Archer Avenue have the potential to provide refuge from the noise and bustle of Jamaica Avenue.



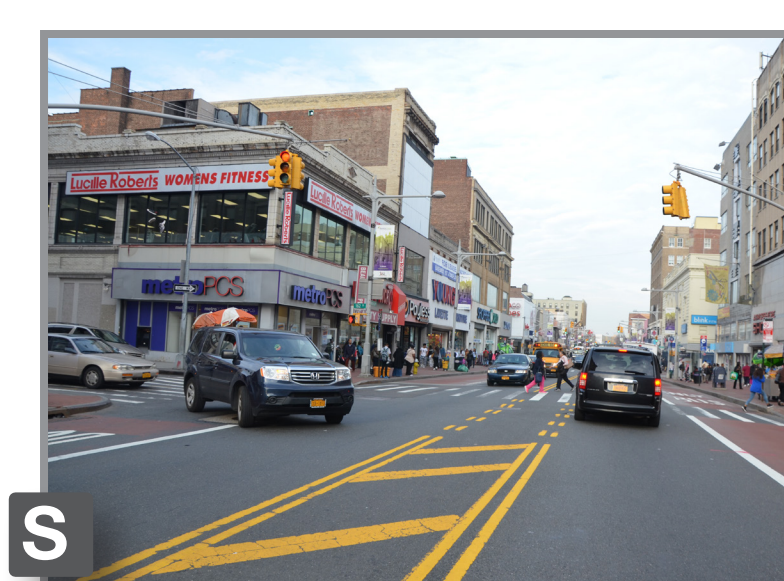
**P** Light from retail and local business facades contribute to a lit and inviting nighttime experience. Security gates on retail stores after closing hours detract from the nighttime environment.



**Q** Overall lighting levels meet standards. Distinctive art deco style TBTA Poles used throughout corridor at approximately 75 foot spacing. No pedestrian scaled lighting.

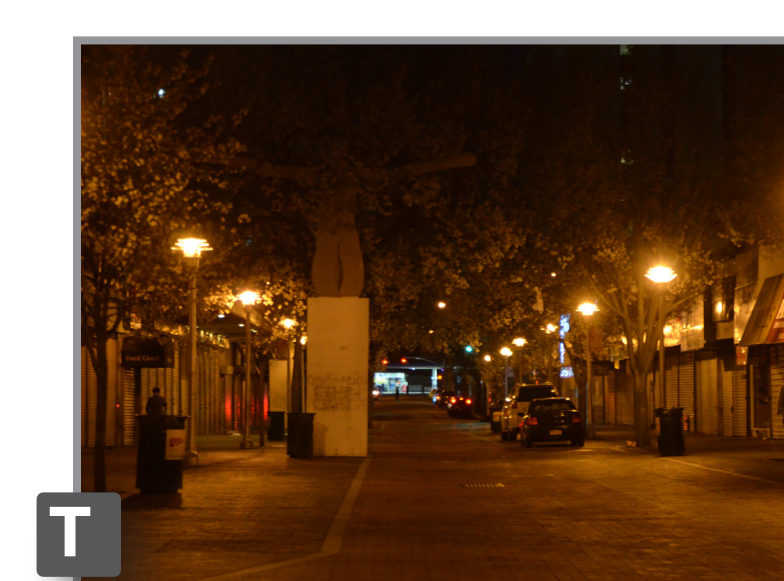


**R** Increased pedestrian activity east of Parsons Boulevard corresponding to its retail character and concentration of regional destinations. Reinforcing the need for materials to withstand high foot fall traffic.



**S** Continuous built form along Jamaica Avenue reinforces view corridor created by the gentle curvature of street.

Building heights vary between 2-10 stories increasing towards the east.



**T** The active 165th Street Mall has a prominent gateway at Jamaica Avenue. The mall has adequate pedestrian scale lighting, and has the potential to be a vibrant nighttime destination.



**U** Strong presence of red brick pavers from Sutphin Boulevard to 169th Street. Although a distinct feature, some bricks were observed to be dislodged.



**V** Many historic listed facades of neoclassical and art deco styles add visual character and interest along the corridor. The Valencia Theater, Kurtz Building, and Title and Deeds Building are key examples.



**W** Visual clutter from over-scaled commercial and retail signage is pervasive, and detracts from the streetscape environment.

## LEGEND

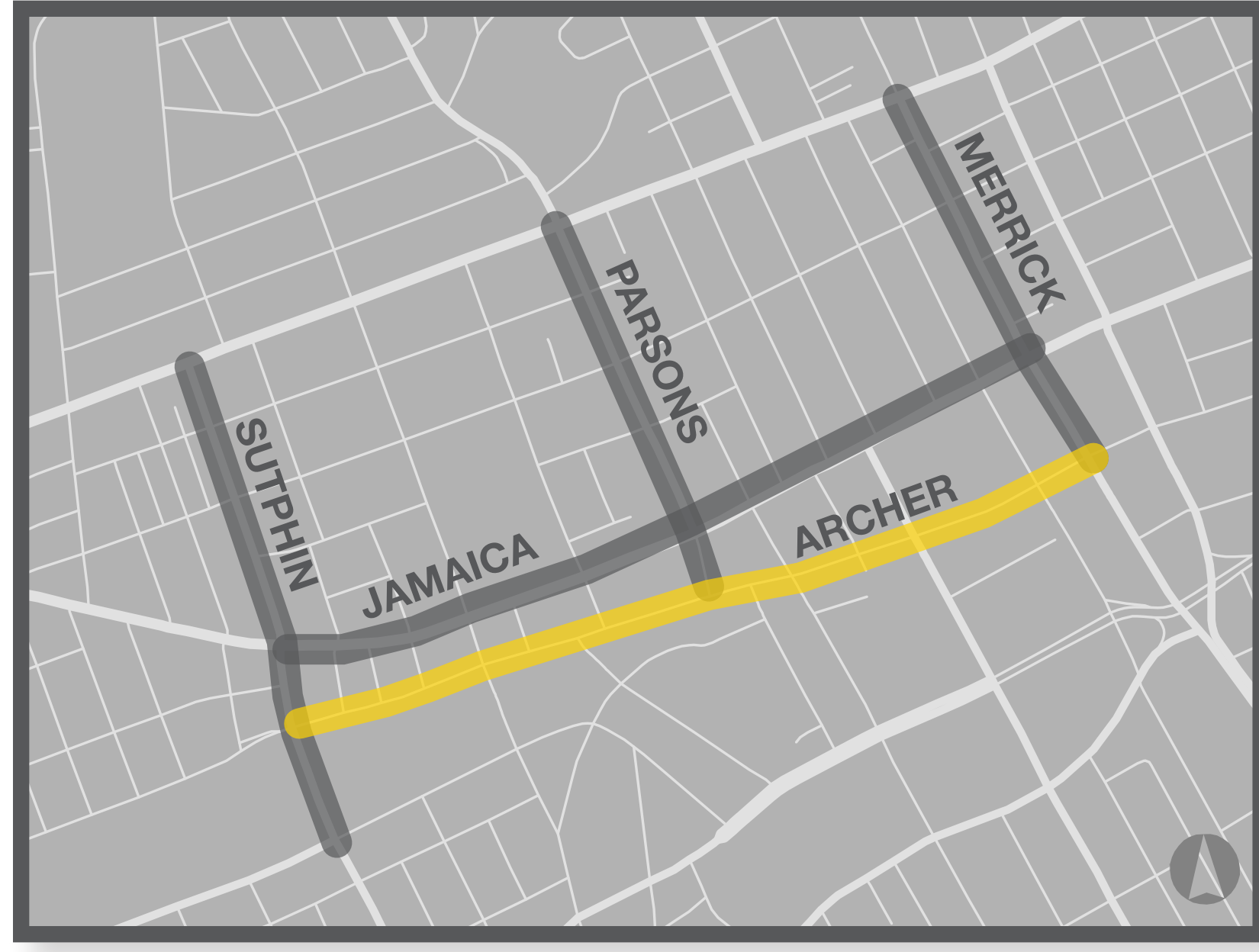
-  Study Corridor
-  Open Space
-  Building Footprint
-  Private Open Space
-  Station Entrance
-  Public Plaza
-  Planned Development

# ARCHER AVENUE



# ARCHER AVENUE EXISTING CONDITIONS SUMMARY

## STUDY AREA MAP



**A** Light industrial area in transition to new uses including mixed commercial, residential and hotel use.



**B** Large commercial buildings (8-12 story) on the north side with good solar access.



**C** Many parking garages along the corridor.



**D** View corridor is directed by continuous linear rail viaduct. Grade changes and curved road geometry interrupts direct views.



**E** Narrow parcels along rail viaduct used for linear transit shelters and parking.



**F** Triangular site currently utilized for bus transfers with resulting awkward road operations and geometry. Unsafe for pedestrians.



**G** Unpleasant pedestrian environment: noisy amid high traffic volumes, minimal pedestrian amenity, and no solar access.



**H** Few public spaces with seating along corridor. Queens Family Courthouse steps are used for seating and have good solar access.



**I** Many ground floors are comprised of "back of house" elements such as driveways, service entrances, blank walls, mechanical uses, and vents.



**J** Large, standardized bus shelters and newsstands dominate narrow sidewalk.



**K** Subway Vents along Archer Ave (from Sutphin Boulevard to Parsons Boulevard).



**L** Sidewalk at the Social Security Building interrupted with bollards, giant planters, blank facades, and driveways.



**M** Very active public transportation corridor that includes: LIRR Station, AirTrain, 2 Subway stations and over 50 bus routes.



**N** ROW varies from 40 feet (at Sutphin Boulevard), to 72 feet (east of Parsons Boulevard). Bus lanes operate in both directions.

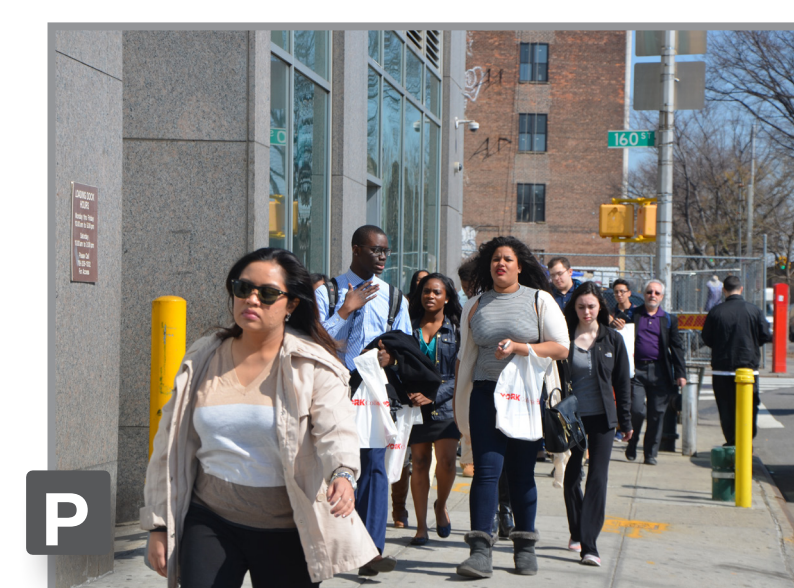


**O** Areas of intermodal conflict:

- Frequent curb cuts
- Surface parking lots
- Service entries

## LEGEND

	Study Corridor		Open Space		Planned Development
	Building Footprint		Private Open Space		Bus Layover Area
	Station Entrance		Public Plaza		Passenger Waiting Area



**P** Generally narrow sidewalks given pedestrian volumes:

- Sidewalks vary along corridor 8 to 14 feet
- Very few pedestrian facilities along the viaduct



**Q** Dispersed tree coverage on northern side, no landscaping on southern side. Larger Plane Tree species toward the east with standard tree beds.



**R** Strong desire lines to York College. Viaduct is a barrier for pedestrian movement and tunnel conditions are poor.



**S** Good to poor sidewalk conditions, with varying materials of concrete and brick pavers.



**T** Long pedestrian crossings at intersections with faded markings. Some T-intersections without pedestrian crossings.



**U** Big box retail developments towards the east of corridor, result in blank facades and surface parking environments.

# SUTPHIN BOULEVARD



# SUTPHIN BOULEVARD EXISTING CONDITIONS SUMMARY

## STUDY AREA MAP



Sutphin Blvd is a busy street with buses, private vehicles, and pedestrians. Surface parking lots causes conflict when vehicles pull in and out of the sidewalk.



Street trees are planted at regular intervals along Sutphin Blvd. Trees vary in health and maturity.



Sutphin Boulevard gently curves at Jamaica Avenue, creating changing view corridors. The northern view corridor directs to the Capital One Bank building.



Local neighborhood retail stores are located throughout the corridor.



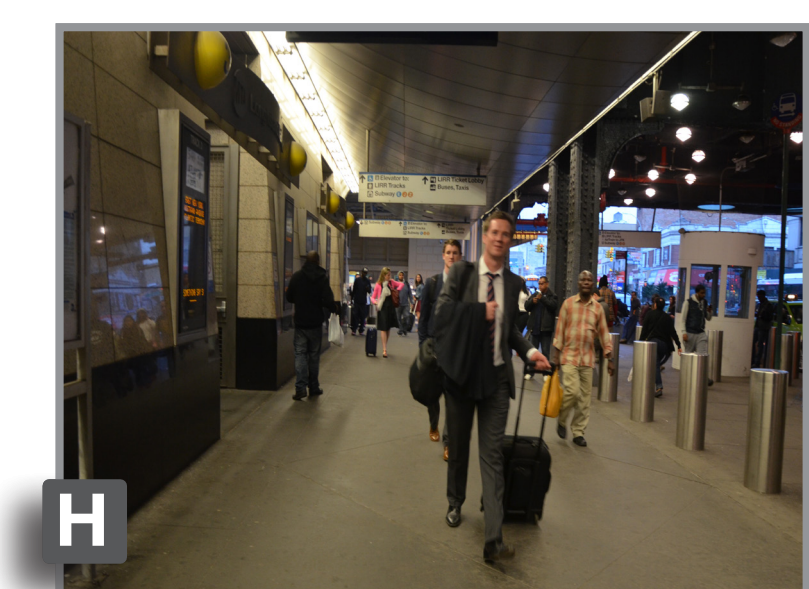
Subway vents near bus stops used as seating by waiting passengers. Waiting passengers and pedestrians create pedestrian congestion at this very active corner.



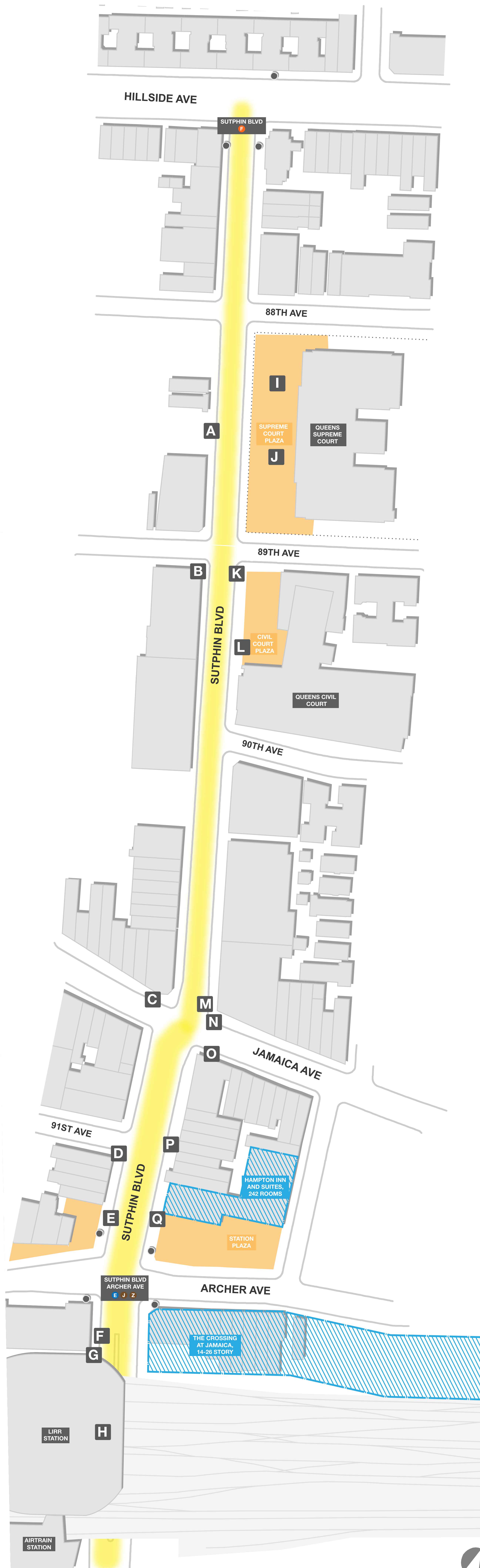
The iconic LIRR Station and underpass are illuminated landmarks in the nighttime. A combination of public street lighting and private commercial lighting illuminates the corridor.



The contemporary architectural style of the LIRR Station draws the attention of the southern view corridor.



Transportation facilities along Sutphin Boulevard, including LIRR, AirTrain, and the Sutphin Boulevard Archer Avenue subway station, generate high volumes of pedestrian activity.



Standard street light fixtures can be found throughout the corridor. Flood lights accent features of the Queens Supreme Court building.



A cluster of civic land uses including the Queens Supreme and the Civil Courthouse, located on Sutphin Boulevard draws many regional visitors.



Successful public spaces are located in front of the Civil Courthouse and Queens Supreme Court. The benches are utilized throughout the day.



Bus-only lanes operate in both directions along Sutphin Boulevard. Parking is permitted in bus lanes outside of rush hours, typically 9am to 4pm.



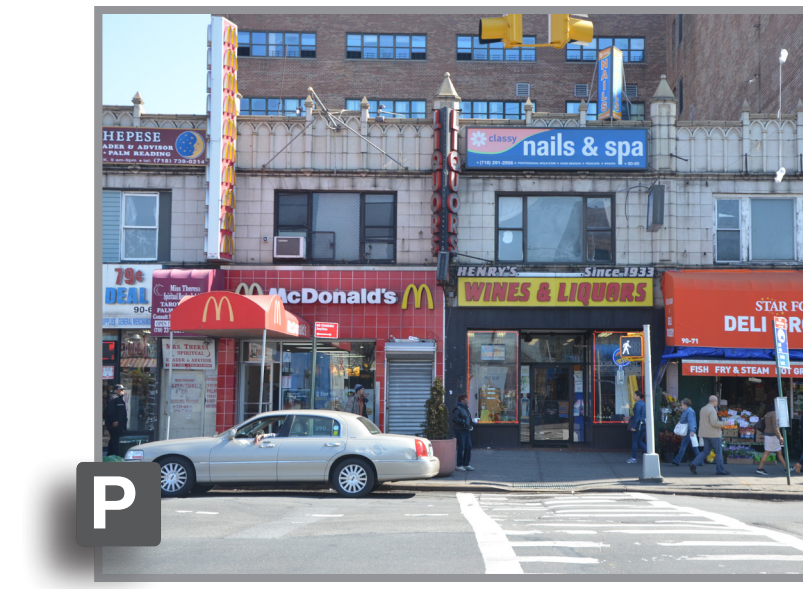
Sidewalks from Archer Avenue to Hillside Avenue are in generally good condition. A wide range of materials is used including brick pavers, poured concrete, and granite curbs.



Intersections throughout Sutphin Boulevard provide adequate crossings. Crossing markings near Hillside Avenue are outdated and faded, and distinct zig-zag pavers are used at Jamaica Avenue intersection.



Sutphin Boulevard is a high volume transit corridor. Particular in rush hours, high bus volumes contribute to a noisy streetscape environment.



Out of scale commercial signage along Sutphin Boulevard distracts from the rich architectural building character.



Sidewalk ranges from 12-20 feet along the corridor, with various pinch points near bus stops in particular between Jamaica and Archer Avenue.

## LEGEND

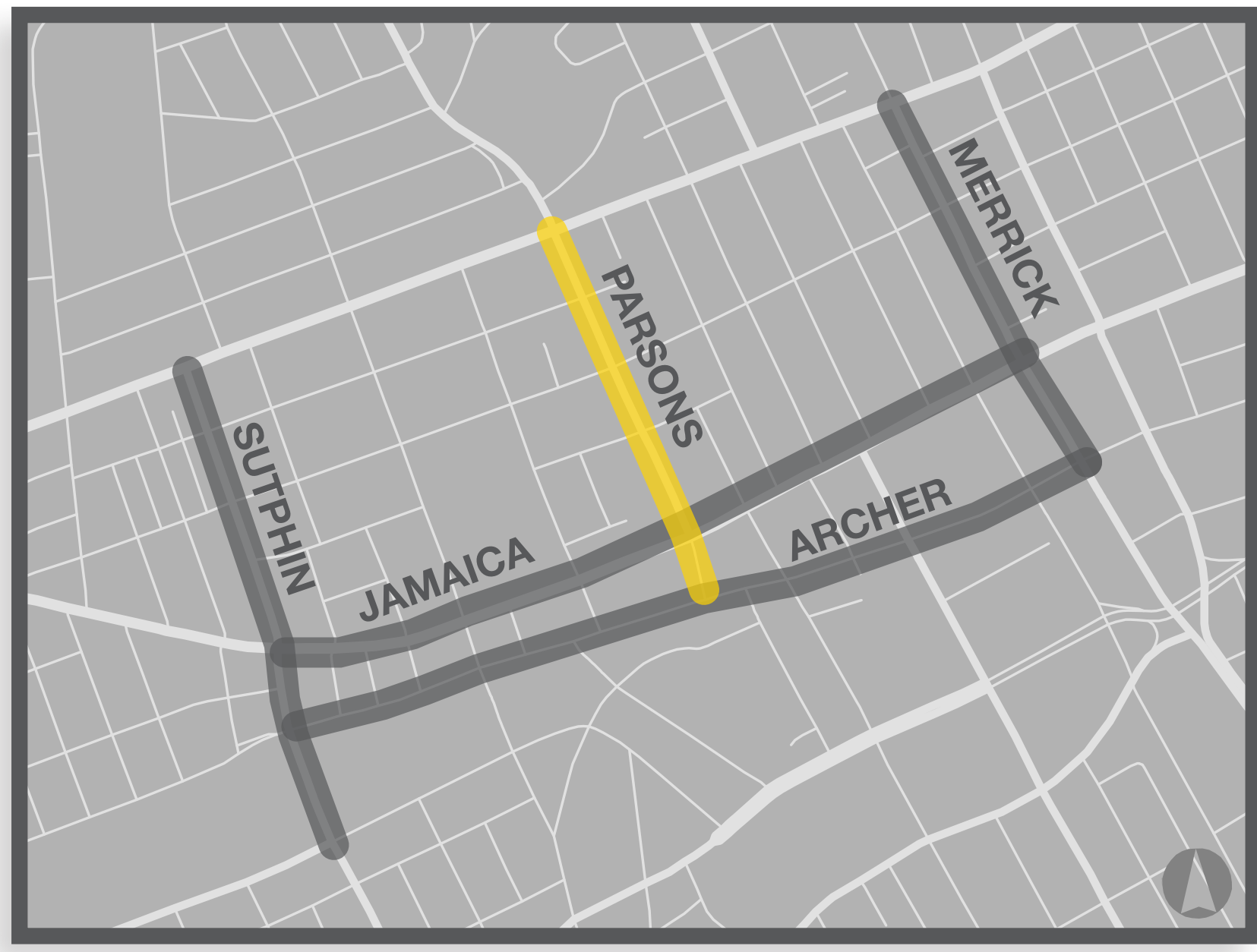
- Study Corridor
- Open Space
- Building Footprint
- Private Open Space
- Station Entrance
- Public Plaza
- Planned Development

# PARSONS BOULEVARD



# PARSONS BOULEVARD EXISTING CONDITIONS SUMMARY

## STUDY AREA MAP



Bus stops and shelters are points of congestion in the sidewalk as people travel to residential, retail, civic, and religious destinations.



Historic building facades are juxtaposed with contemporary architecture styles.



The private Grace Church cemetery provides an interruption in the street wall, marked by mature, established trees.



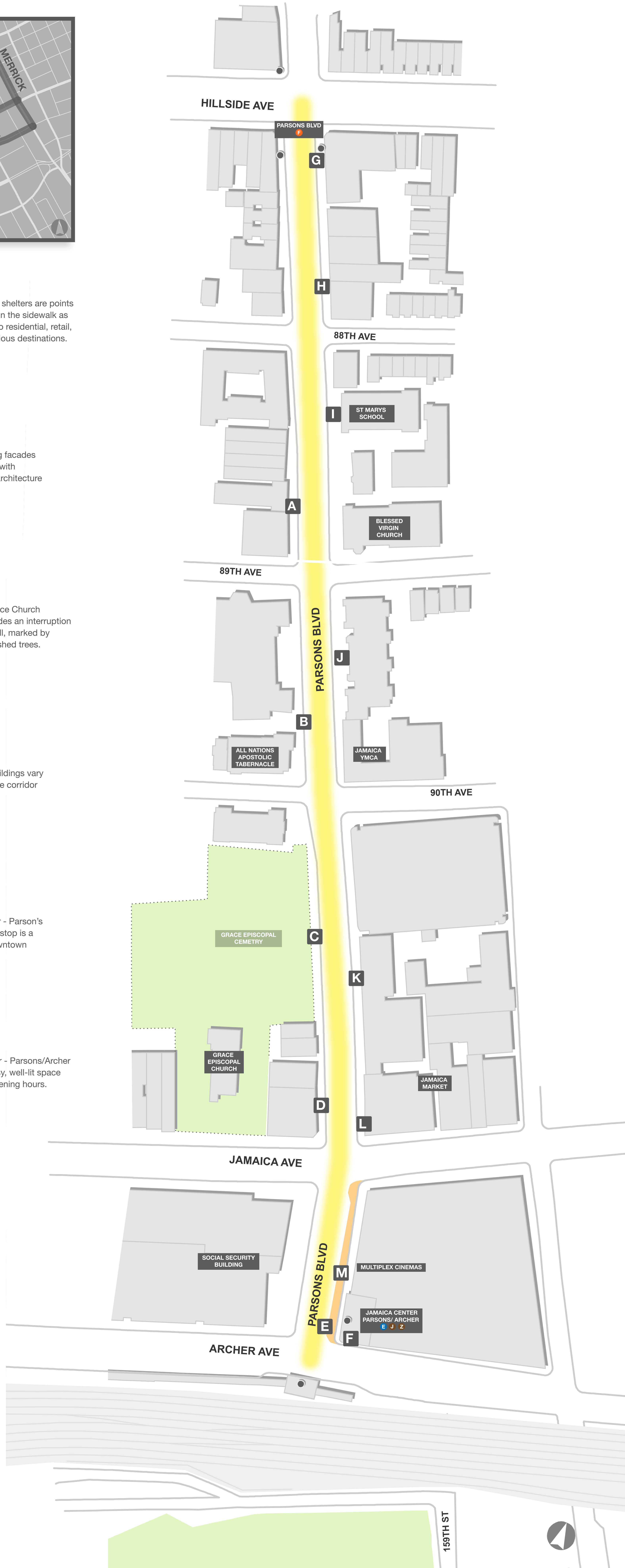
The scale of buildings vary greatly along the corridor



Jamaica Center - Parson's Archer subway stop is a gateway to Downtown Jamaica.



Jamaica Center - Parsons/Archer Station is a busy, well-lit space well into the evening hours.



Parsons Avenue is serviced by subway entrances at both Archer Avenue and Hillside Avenue (shown above), generating significant pedestrian volumes.



Small local retail land use cluster at the intersection of Parsons Boulevard and Hillside Avenue.



Schools contribute to the rush hour activity. Students walk or ride school buses that collect students along the curb in front of the building.



High rise residential buildings are found throughout the corridor, often next to smaller or historic buildings.



Regional destinations, such as a YMCA and the Department of Mental Health and Hygiene, contribute to the diverse land uses on Parsons Boulevard.



Regional retail destinations such as the Multiplex Cinema concentrate at Jamaica Avenue intersection, as well as fast food establishments.



Passengers congregate at the sidewalk extension, divided by planters, where a formalized Commuter van waiting stop has been created.

## LEGEND

- Study Corridor
- Building Footprint
- Open Space
- Private Open Space
- Station Entrance
- Public Plaza
- Planned Development

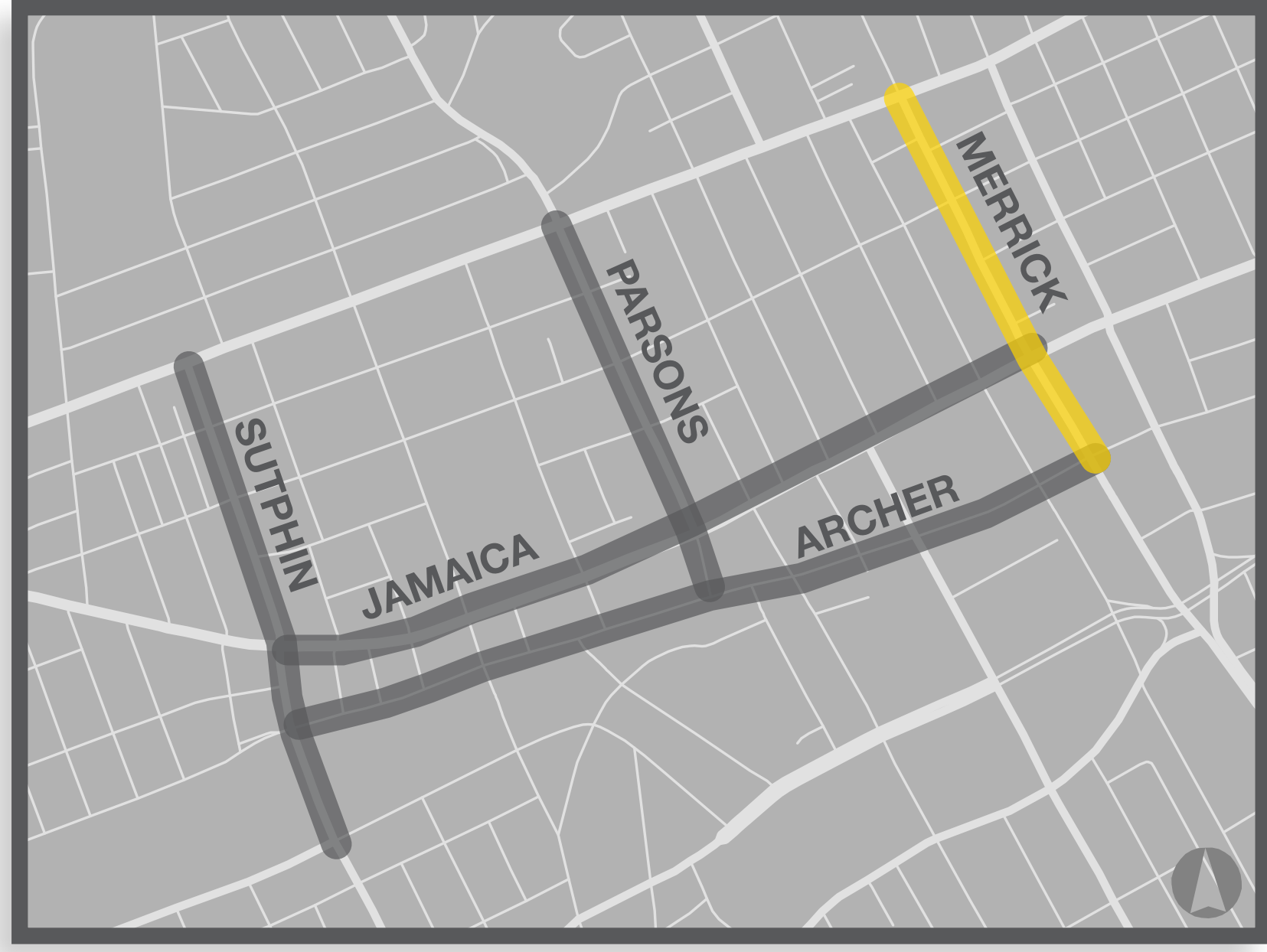


# MERRICK BOULEVARD



# MERRICK BOULEVARD EXISTING CONDITIONS SUMMARY

## STUDY AREA MAP



The Food Stamp Office, located near Hillside Avenue, marks a change in architectural style and contributes to civic uses centered around the 165th Street Bus Terminal (located nearby is Catholic Charities, Adult Learning Center, and the Queens Library).



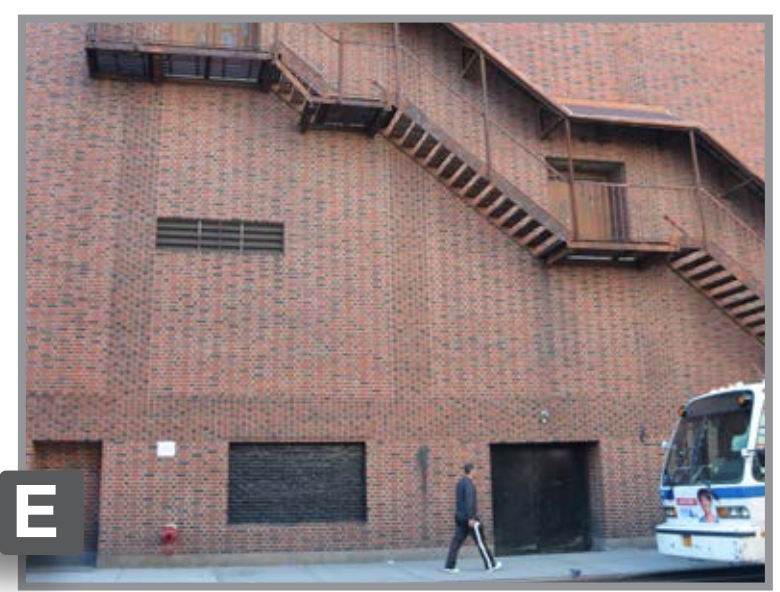
The 165th Street Bus Terminal experiences high volumes of buses pulling in and out of the parking lot, interrupting the sidewalk on the west side.



Large-scale mixed use buildings located near Jamaica Avenue draws the attention of the southern view corridor.



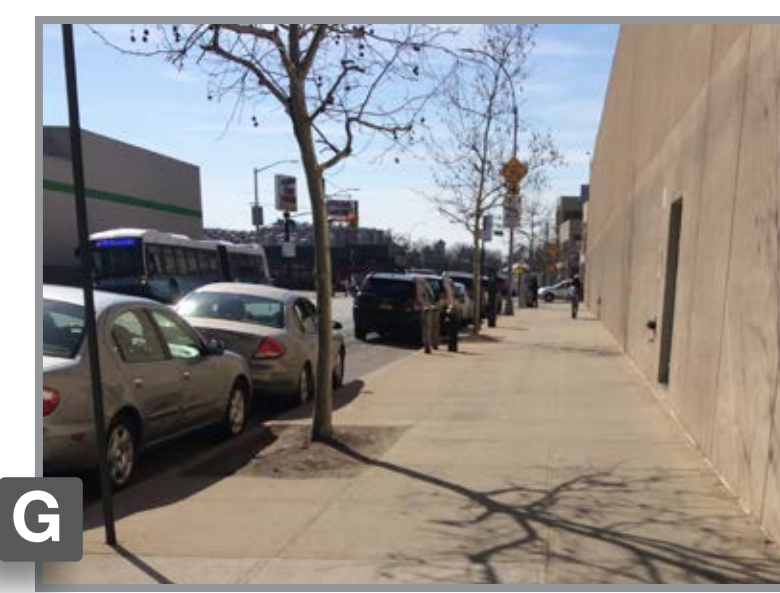
With the exception of the 165th Street Bus Terminal, Merrick Boulevard is not an active nighttime corridor.



The large, blank facade of the Tabernacle Church maintains an entrance on Jamaica Avenue.



Ground floor retail on Merrick Boulevard is concentrated near Jamaica Avenue, including many established brands.



The blank façade of the Home Depot defines the street wall between Archer Avenue and Jamaica Avenue.



Sunoco gas station and auto repair center reflect the auto-oriented neighborhoods to the north of Hillside Avenue.



Closer to Hillside Avenue, the architectural character transitions to red brick, high-rise residential buildings.



Due to the location of the 165th Street Bus Terminal, Merrick Boulevard is a high-volume transit route, with bus activity at all times of the day.



The Queens Library, a regional destination, is a synergy of the original Brutalist building and modern architectural styles.



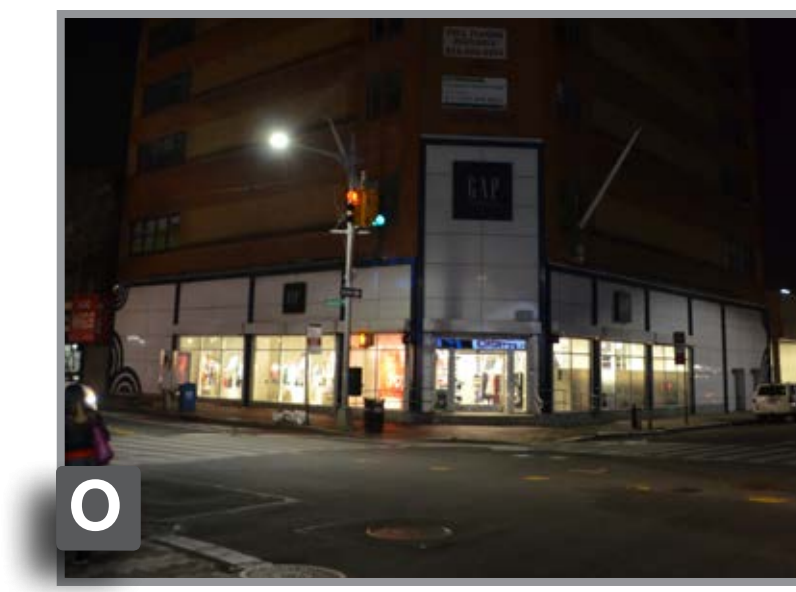
New tree pits and landscaping near the Queens Library.



Towards Hillside Avenue, high-rise buildings and the Food Stamp Office building draws the attention of the northern view corridor.



A strong first floor retail economy nearby Jamaica also features local shops and businesses.



A Gap outlet is located at the corner of Parsons Boulevard and Jamaica Avenue, contributing to the atmosphere of a regional shopping destination.

## LEGEND

- Study Corridor
- Open Space
- Building Footprint
- Private Open Space
- Station Entrance
- Public Plaza
- Planned Development

