

WILLETS POINT DESIGN GUIDELINES

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New York City Economic Development Corporation

APRIL 2011

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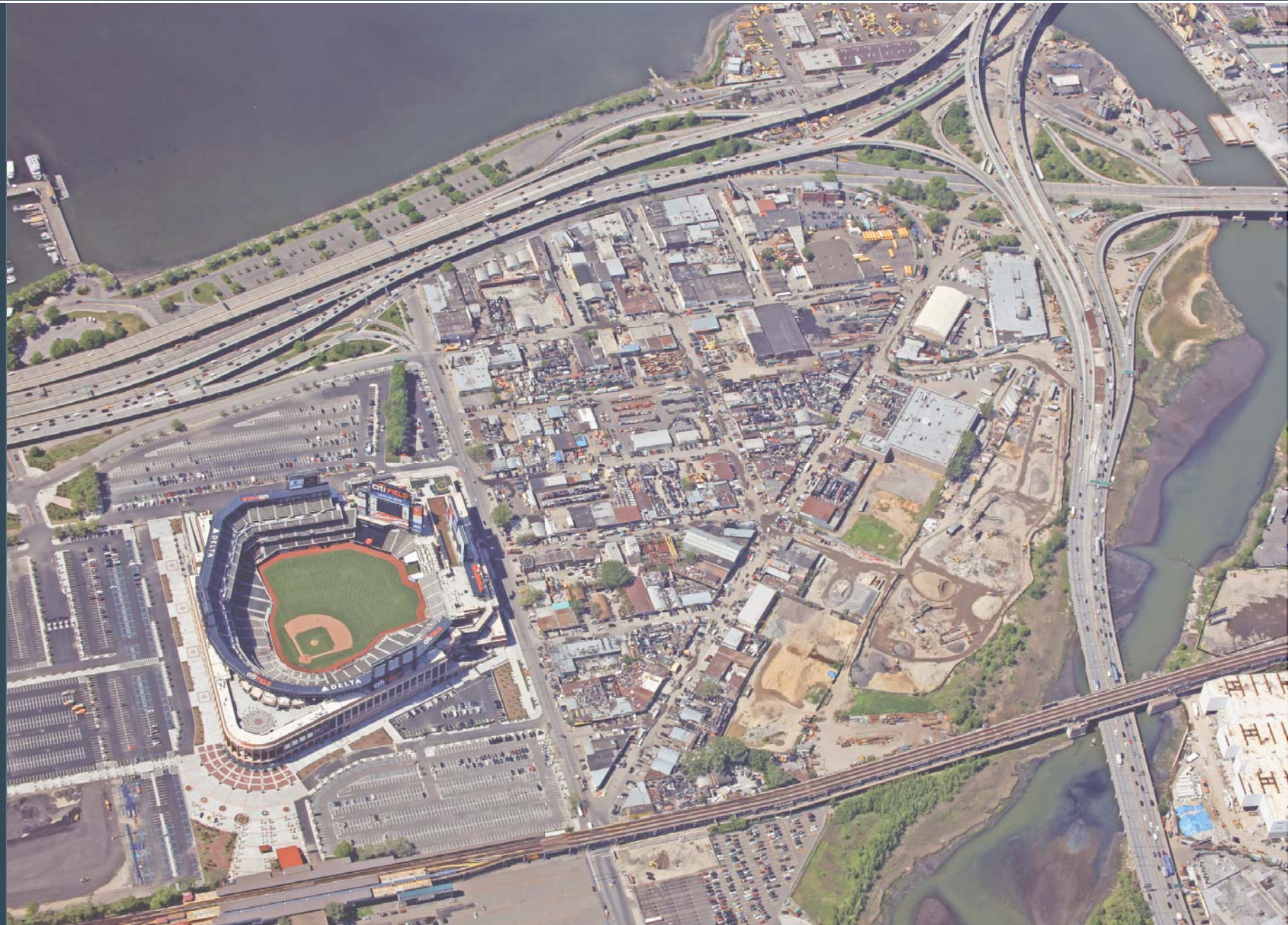


Figure 1. (left) Aerial view of the existing Willets Point
Figure 2. (right) Illustrative rendering of the Willets Point Development
These images depicts the intent of the design guidelines and is for illustrative purposes only



New York City's Next Great Neighborhood

The redevelopment of Willets Point will transform a site with a history of environmental contamination into a model green neighborhood for the future, as a bold new skyline rises on F. Scott Fitzgerald's "valley of ashes."

A vibrant pedestrian-oriented retail and entertainment destination and a thriving residential neighborhood will repair an historic gap in the fabric of the City, forging connections between existing neighborhoods, iconic parks, unique cultural destinations, and the Flushing Bay waterfront.

Flushing Bay

Flushing

126th Street is a major destination with a two-level Linear Plaza, iconic architecture, and dynamic signage

Towers provide a varied skyline

The Convention Center is located for regional highway access

A lower scale residential neighborhood is nestled in the restricted height zone

Entertainment and dining establishments front the stadium

Area B

A 2-acre neighborhood park is the heart of the residential area



Citi Field

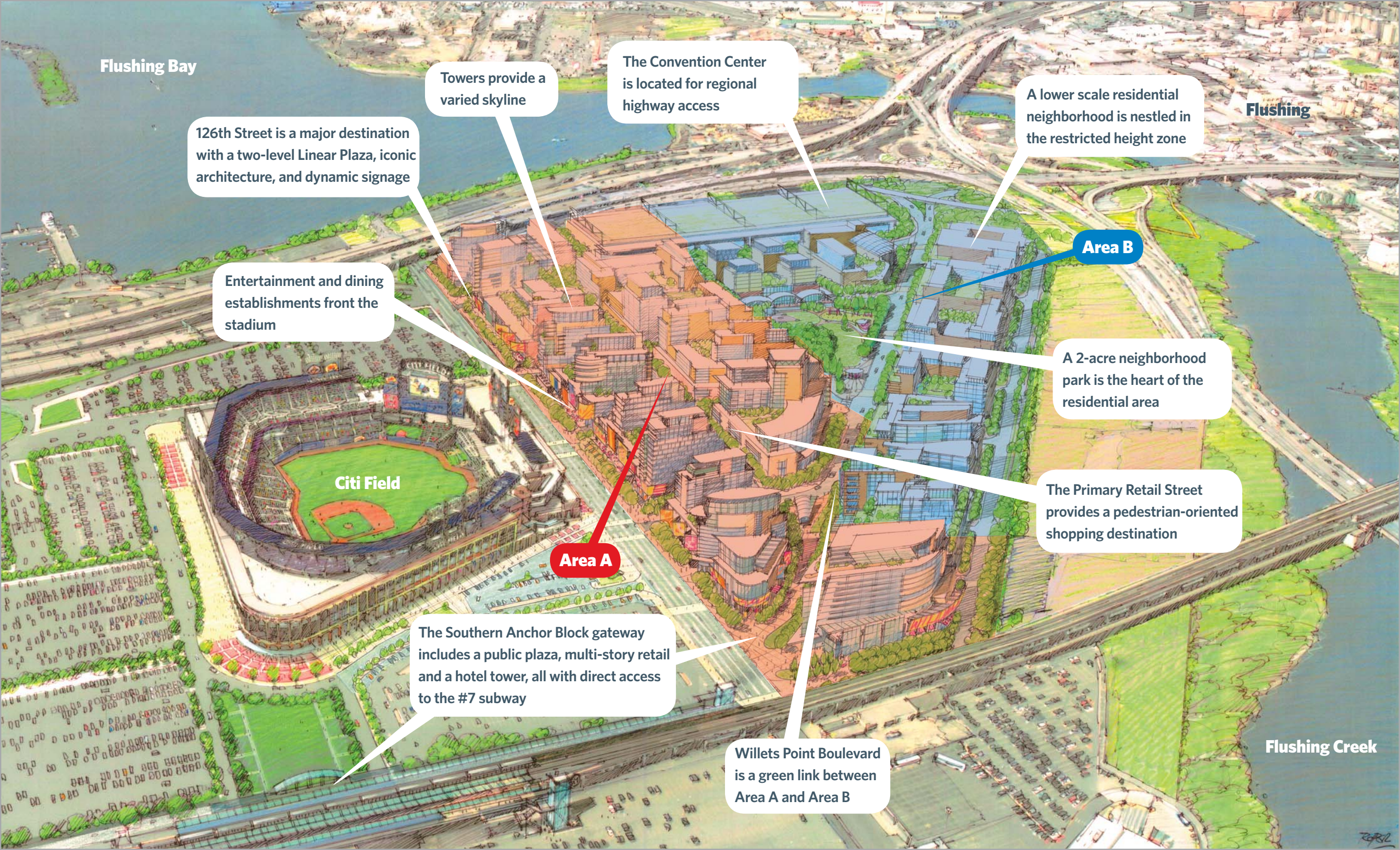
The Primary Retail Street provides a pedestrian-oriented shopping destination

Area A

The Southern Anchor Block gateway includes a public plaza, multi-story retail and a hotel tower, all with direct access to the #7 subway

Willets Point Boulevard is a green link between Area A and Area B

Flushing Creek



HOW TO USE THIS BOOK

The purpose of the Design Guidelines is to ensure that the redevelopment of Willets Point will be consistent with the City of New York’s vision for the site as a sustainable, pedestrian-friendly, mixed-use, urban neighborhood.

These Design Guidelines illustrate the planning principles and design intent for the District while being flexible and goal-oriented to allow for creative solutions. The vision, principles, and design guidelines within this document are applicable regardless of changes in the redevelopment program.

These Design Guidelines supplement, but do not replace, the Willets Point Special Zoning District (hereafter SZD). Any redevelopment must comply with all requirements of the adopted SZD, which supersede these guidelines in the event of a conflict.

This document is organized into three chapters:

1 “A Model Green Neighborhood” presents the sustainable planning principles that are the basis for the redevelopment of Willets Point.

2 “Design Quality Standards” describes the desired qualities, materials, and details for the public realm and architecture that are recommended district-wide.

3 “Subarea Guidelines” provides design guidelines specific to each subarea based on an integrated concept of streets, public open spaces, and buildings intended to create a complete urban environment.

Willets Point Design Guidelines

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A Model Green Neighborhood

After a century of blight and neglect, this neighborhood's future is very bright indeed. This will be the first truly green community, with buildings that use the latest energy efficient technology and parks and open spaces that give New Yorkers new places to play.

— Mayor Bloomberg

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It is a rare opportunity in the densely developed environment of New York City to create an entirely new neighborhood of the scale and scope envisioned for Willets Point, in the Borough of Queens. With the potential for over 5,000 new mixed-income housing units, millions of square feet of retail and commercial space, new parks and plazas, and a wide variety of activities to complement Citi Field, Downtown Flushing, and other nearby destinations, Willets Point provides the chance to realize a new model green neighborhood for New York City.

SITE CONTEXT

REGIONAL AND LOCAL CONTEXT

Willetts Point is an approximately 62-acre area located in Queens. The site has exceptional subway and highway access and is surrounded by major regional destinations, including Citi Field, Flushing Meadows Corona Park, and the Flushing Bay waterfront. Although located between the existing neighborhoods of Flushing and Corona, Willetts Point is currently an isolated and underdeveloped area within the City's urban fabric. Known as the "Iron Triangle" due to its industrial and auto-related uses, the site has a history of heavy contamination.

BRIEF HISTORY OF WILLETS POINT

During the mid-19th century, the salt marshes around Flushing Creek were turned into landfill by the Brooklyn Ash Removal Company. This area thus became an ash dump, receiving up to 100 railroad cars of ash per day.

In 1936, Robert Moses closed the landfill and created what would later become Flushing Meadows Corona Park for use as a World's Fair site. Although the surrounding areas experienced remarkable transformation, Willetts Point remained an industrial hub and became further environmentally compromised.



Figure 3. Context Map



View of the Flushing Meadows Corona Park



View of the Flushing Bay Promenade

TIES TO CULTURAL AND RECREATIONAL DESTINATIONS

A green Willets Point will complete a network of public open spaces that span from the Flushing Bay to the cultural and recreational destinations in Flushing Meadows Corona Park.



View of Corona



View of Downtown Flushing

TIES TO SURROUNDING NEIGHBORHOODS

A new culturally and economically diverse neighborhood will connect to and enhance the existing surrounding neighborhoods of Corona and Flushing.



View of Citi Field along 126th Street



View of Citi Field at night

IMMEDIATE CONTEXT: STADIUM

Citi Field presents an opportunity to create a hub of urban activity drawing upon stadium visitors. Inspired by the way Ebbets Field was located within an urban neighborhood, Willets Point can integrate the stadium into a sustainable urban development.



View of the elevated 7 subway line



View of the Pasarella to the Long Island Railroad and Flushing Meadows Corona Park

OPPORTUNITY: TRANSIT ACCESS

With exceptional mass transit, regional highways, and major airports, Willets Point is uniquely positioned to serve all of Queens, the City, and the region.

EXISTING CONDITIONS

SITE CONSTRAINTS

Site planning and development of Willets Point is affected by a series of existing site conditions. These conditions include wide-spread contamination combined with a high water table, existing major utilities, a lack of sanitary sewer system and limited stormwater infrastructure, site elevations that are largely below the current Federal Emergency Management Agency (FEMA) 100-year floodplain, and height restrictions determined by the LaGuardia Airport flight paths. Together, these conditions create fundamental planning and design repercussions, as shown to the right.

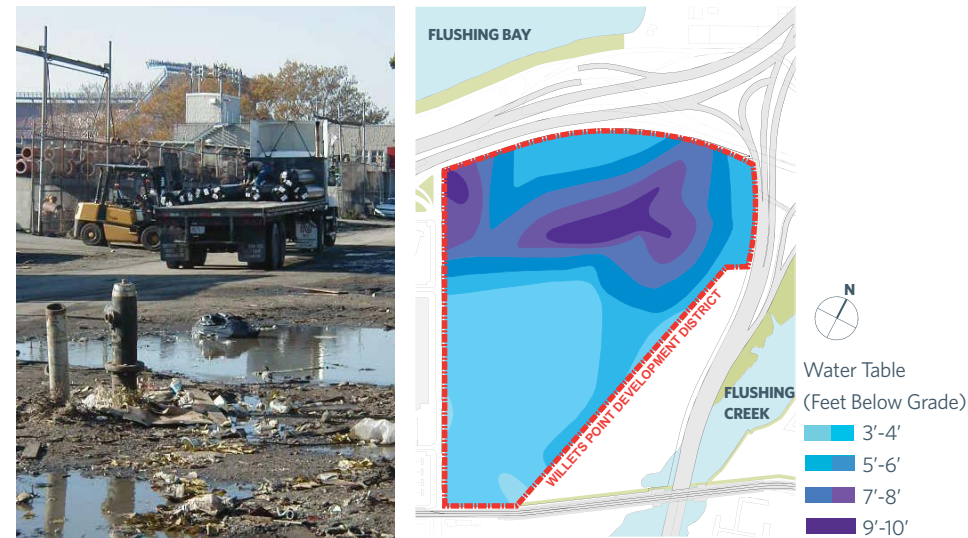
All diagrams on pages 10-11 are for illustrative purposes only. Actual conditions and requirements must be verified with the appropriate authority.

All elevation grades in this document are in feet NGVD29 with a FEMA 100yr floodplain of 14 feet NGVD29.

THE SITE TODAY

CONSTRAINTS: ENVIRONMENTAL CONTAMINATION AND A HIGH WATER TABLE

Willets Point suffers from widespread petroleum contamination, with additional potential contamination from paints, cleaning solvents, and automotive fluids. The high water table is responsible for spreading pollution throughout the site and endangering adjacent water bodies. See Figure 4.



Existing conditions at Willets Point

Figure 4. Map of Existing Water Table

RESULTING SITE DESIGN IMPACTS INCLUDE:

- Contaminated soils are recommended to be capped, removed, or otherwise isolated.
- Underground parking garages/basements may be cost-prohibitive and therefore above ground parking garages may need to be considered.
- Stormwater management should consider strategies other than permeating water into the ground.

CONSTRAINT: EXISTING SITE UTILITIES

The site lacks a major sewer system but electric, gas, and water main lines run under existing streets, including a 72" water main below Willets Point Boulevard.



Existing conditions along Willets Point Boulevard

RESULTING SITE DESIGN IMPACTS INCLUDE:

- Due to the current configuration of major utility lines, **Willets Point Boulevard** and **34th Avenue** will likely remain mapped in their current alignments. Other existing streets are more easily realigned to accommodate new development.

CONSTRAINTS: FLOOD PLAIN AND SITE GRADES

Most of Willets Point lies within the FEMA 100-year floodplain or the 1% annual flood Zone AE. Portions of the site are in Zone X or the 0.2% annual flood. See Figure 5. The existing grades on the site vary from an elevation of +7 Above Mean Sea Level (AMSL) to + 15 AMSL. See Figure 6.

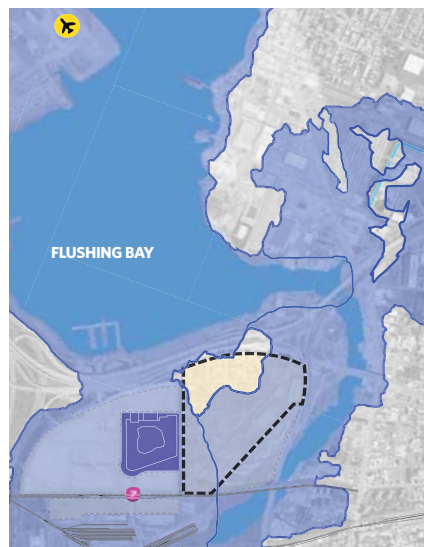


Figure 5. 100-Year Flood Plain Map

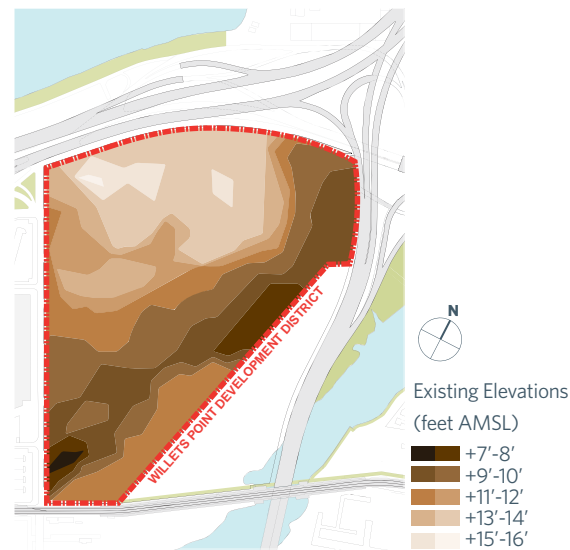


Figure 6. Map of Existing Grades

RESULTING SITE DESIGN IMPACTS INCLUDE:

- The entire site, including new streets and building ground floors, are recommended to be raised to **+14 AMSL** (FEMA 100-year floodplain level). *
- A grade transition of between **0' and 4'** is recommended to occur around the entire site perimeter to meet existing surrounding grades.
- If an area of the site is left at existing grade, transition zones are recommended to meet the raised building ground floors.

CONSTRAINT: HEIGHT LIMITATIONS

Most of Willets Point lies within the flight path to LaGuardia Airport and is subject to height limits as determined by the Federal Aviation Administration (FAA) and Port Authority of New York and New Jersey (PANYNJ). Per FAA and PANYNJ, outside the cone of the flight path, the maximum allowed height is +232 AMSL, as determined by the highest elevation of the Citi Field stadium. See Figures 7 and 8.

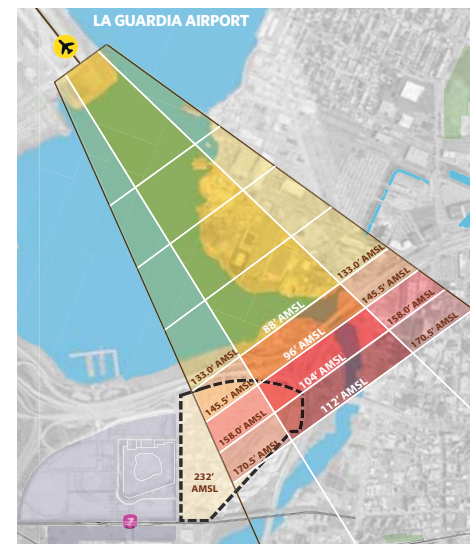


Figure 7. FAA Height Constraints Map

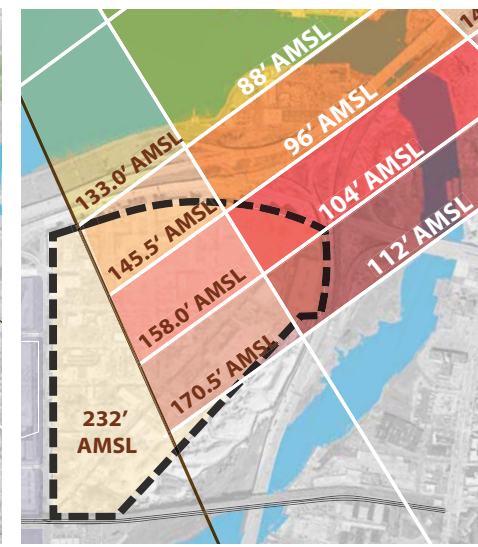


Figure 8. Map of FAA Height Constraints over Site

RESULTING SITE DESIGN IMPACTS INCLUDE:

- The tallest towers can only be located in the westward zone, where building heights can reach **+232' AMSL**.
- Building heights are increasingly restricted towards the north/east.

ILLUSTRATIVE PLAN

ILLUSTRATIVE PLAN

The Illustrative Plan shown here describes one possible design that is based on the Willets Point Special Zoning District and the Willets Point Design Guidelines in this document.

The Illustrative Plan is also based on a development program (see page 13) as examined in the Final Generic Environmental Impact Statement and permissible under zoning.

A comparison of the Existing Conditions Plan and Illustrative Plan (see Figures 9 and 10) provides an indication of the possible extent of changes to the existing street grid. A new street grid will accommodate mixed-use development and urban design objectives and address floodplain issues. While most streets may be realigned, some streets will likely remain in place (with raised surface elevations).

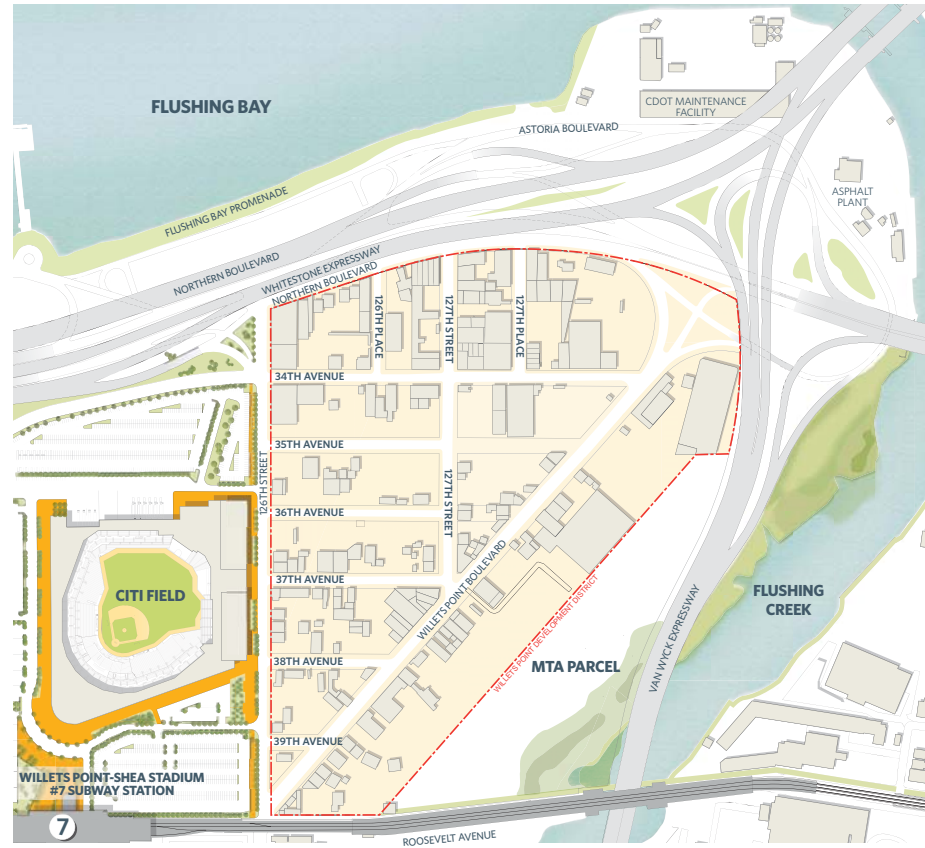


Figure 9. Existing Conditions Map



Figure 10. Illustrative Site Plan
The above image depicts the intent of the design guidelines and is for illustrative purposes only

- Low Rise-Mid Rise
- High Rise
- Public Sidewalk or Plaza
- Public Open Space
- Rooftop Green Space

MAXIMUM PROGRAM

The Willets Point Design Guidelines are based on a Development Plan that assumed the following maximum program, allowable per zoning, over the approximately 62-acre site:

Retail	1,700,000 GSF
Office	500,000 GSF
Hotel	560,000 GSF
Residential	5,000,000 GSF
Convention Center	400,000 GSF
School	140,000 GSF
Community Use	160,000 GSF

Total: 8.9 Million GSF

Parking	6,900 Spaces
Open Space	8 Acres

Actual development may reflect less than the maximum program; however the spirit and principles of the Design Guidelines are relevant regardless of any program variation.



IMPLEMENTATION

The redevelopment of Willets Point will occur through a phased implementation.

Implementation of any portion of the site should occur within the context of, and be informed by, a complete vision and development plan for the entire site.

Phase 1 redevelopment can create a successful mixed-use area that lays the groundwork for a future complete urban neighborhood.

- Design Phase 1 to be sustainable and transit-oriented, with higher densities and public destinations within walking distance to the #7 subway station.
- Create a visible presence for the District at Roosevelt Avenue and 126th Street.
- Leverage existing resources, such as Citi Field, to create a complete urban environment by locating entertainment uses and other attractions adjacent to the stadium.
- Create a complete retail and commercial environment with an appropriate mix of national chains and local stores and an outdoor pedestrian-oriented design.

Phased implementation creates several design challenges that should be addressed in ways that are sensitive to both existing and future occupants.

- Design buildings within the context of the full build-out. Do not locate garages or blank facades facing areas of the site intended for future redevelopment.
- Provide for drainage from the Phase 1 area in a way that does not negatively impact existing areas outside of Phase 1.

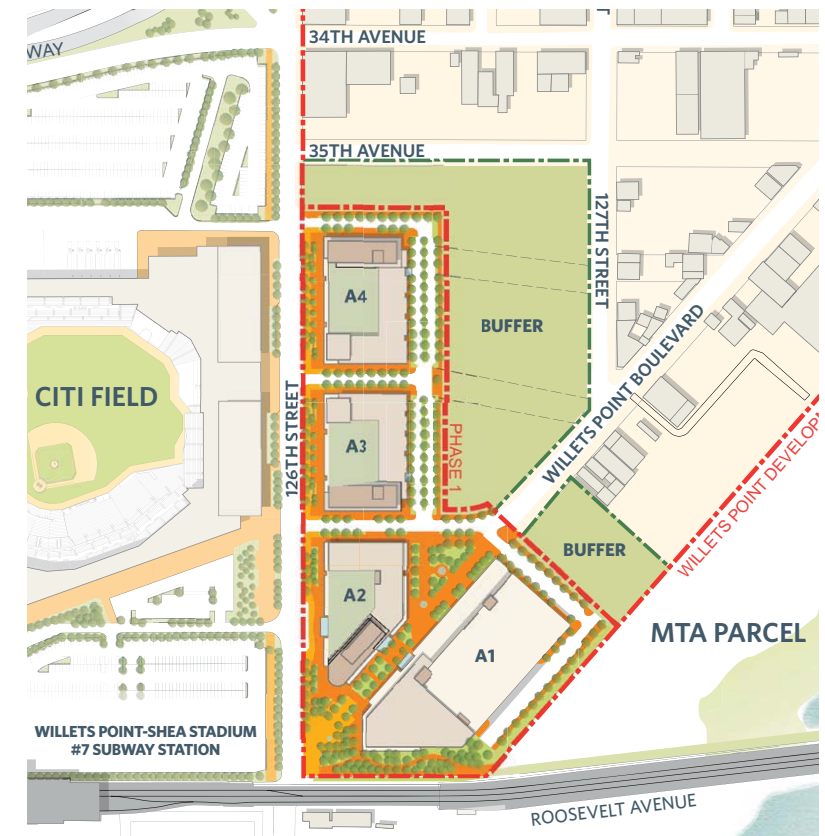


Figure 11. Illustrative Plan of Phase 1 Development Area

- Low Rise-Mid Rise
- High Rise
- Public Sidewalk or Plaza
- Rooftop Green Space
- Buffer Area

SUSTAINABLE PLANNING PRINCIPLES

The sustainable redevelopment of Willets Point will be based on the following eight principles to create a model new green neighborhood for New York City.



1 TRANSIT-ORIENTED DEVELOPMENT



2 A CONNECTED NEIGHBORHOOD



3 HIGH DENSITY MIXED-USE DISTRICT



4 LINKED NETWORK OF STREETSCAPES AND OPEN SPACES



5 SUSTAINABLE WATER MANAGEMENT



6 AN ENERGY-EFFICIENT DISTRICT



7 GREEN ARCHITECTURE



8 HEALTHY ENVIRONMENT

The eight Sustainable Planning Principles for Willets Point inform these Design Guidelines and integrate sustainability into the planning approach for redevelopment.

District-wide sustainability goals for water, energy and environment complement site planning and design strategies that themselves enhance the environmental performance of the district, such as access to mass transit, density and mixed-use, and pedestrian-friendly streetscapes. The principles form an integrated set of overlapping systems that, in combination, define an overarching vision for Willets Point, and become a guide for the development of a mixed-use community that is socially, environmentally, and economically rewarding.

Drawing upon current thinking in sustainable planning and design, the principles emphasize strategies that bring together individual buildings into a larger vision of a green neighborhood. They respond to increased public awareness of environmental conservation and demand for healthier, high-quality living environments, and seek to minimize the overall carbon footprint of the redevelopment. The United States Green Building Council (USGBC) has granted the District pre-review approval (stage 1 certification) in the LEED Neighborhood Development (“LEED-ND”) program.

The principles, and the Design Guidelines which follow, complement the Willets Point Special Zoning District, which was adopted by the City Council on 13th November, 2008. They are intended to further the objectives of the City of New York for environmental cleanup, site preparation, on- and off-site infrastructure, development financing, affordable housing, and other development goals.

The successful implementation of the Willets Point redevelopment will depend on a creative partnership between the City and developers, design professionals, and contractors participating in an early dialogue to ensure the proper and cost-effective realization of sustainable strategies at the scale of the entire neighborhood. These principles and guidelines do not represent a complete resource, but rather a framework of concepts. They are deliberately goal-oriented to allow for creative solutions that take advantage of rapidly changing technologies, policies, regulations, and building codes.

LEED-ND PROCESS

LEED-ND is a rating system that integrates the principles of smart growth, new urbanism, and green building into the first national standard for neighborhood design. It has been developed by United States Green Building Council (USGBC) in partnership with the Congress for the New Urbanism and the Natural Resources Defense Council.

The rating system promotes the location and design of neighborhoods that reduce vehicle miles traveled and communities where jobs and services are accessible by foot or public transit. It encourages more efficient energy and water use - especially important in urban areas where infrastructure is often overtaxed.

The USGBC designated Willets Point as a “LEED-ND” pilot project in 2007 and subsequently granted District pre-review approval (stage 1 certification).

The City is committed to obtaining certification for the Project through the “LEED-ND” program, and the developer(s) will be required to complete the certification process.

See pages 26-27 for more details on the Stage One Application.

PRINCIPLE 1.1 Transit-Oriented Development

OBJECTIVE

Transit-Oriented Development (TOD) emphasizes dense, compact and walkable communities with convenient access to mass transit. The planning of Willets Point should maximize the value of the adjacent #7 subway station, as well the Long Island Railroad and bus routes. The benefits of this approach include reduced traffic congestion and increased safety, reduced parking demands, reduced pollution from vehicles, and healthier lifestyles, resulting in an improved quality of life for residents and visitors.

POTENTIAL STRATEGIES

- 1.1.1 TRANSIT-ORIENTED LAND USE**
Locate high-density uses which generate the largest numbers of daily trips within a five-minute walk of the #7 subway, and maximize the number of residential and other uses within a ten-minute walk of the subway.
- 1.1.2 WALKABLE LINKS TO TRANSIT**
Create a pedestrian-oriented public realm and street system which encourages residents, workers and visitors to walk from transit to their destinations through design, landscaping, and ground-floor uses which create interest and activate sidewalks and plazas.
- 1.1.3 WAYFINDING**
Provide convenient pathways, access points, and wayfinding systems to ensure the shortest possible walking routes and a clear sense of orientation for pedestrians arriving at the #7 subway for destinations within Willets Point.
- 1.1.4 TRAFFIC & PARKING DEMAND MANAGEMENT**
Maximize the opportunity for the use of transit to reduce projected traffic and parking demands.
- 1.1.5 BIKE SYSTEMS**
Provide bike lanes on new streets and bike parking facilities on sidewalks and in buildings. Encourage the easy use of bicycles and other non-motorized transportation to access transit and get to and around Willets Point.

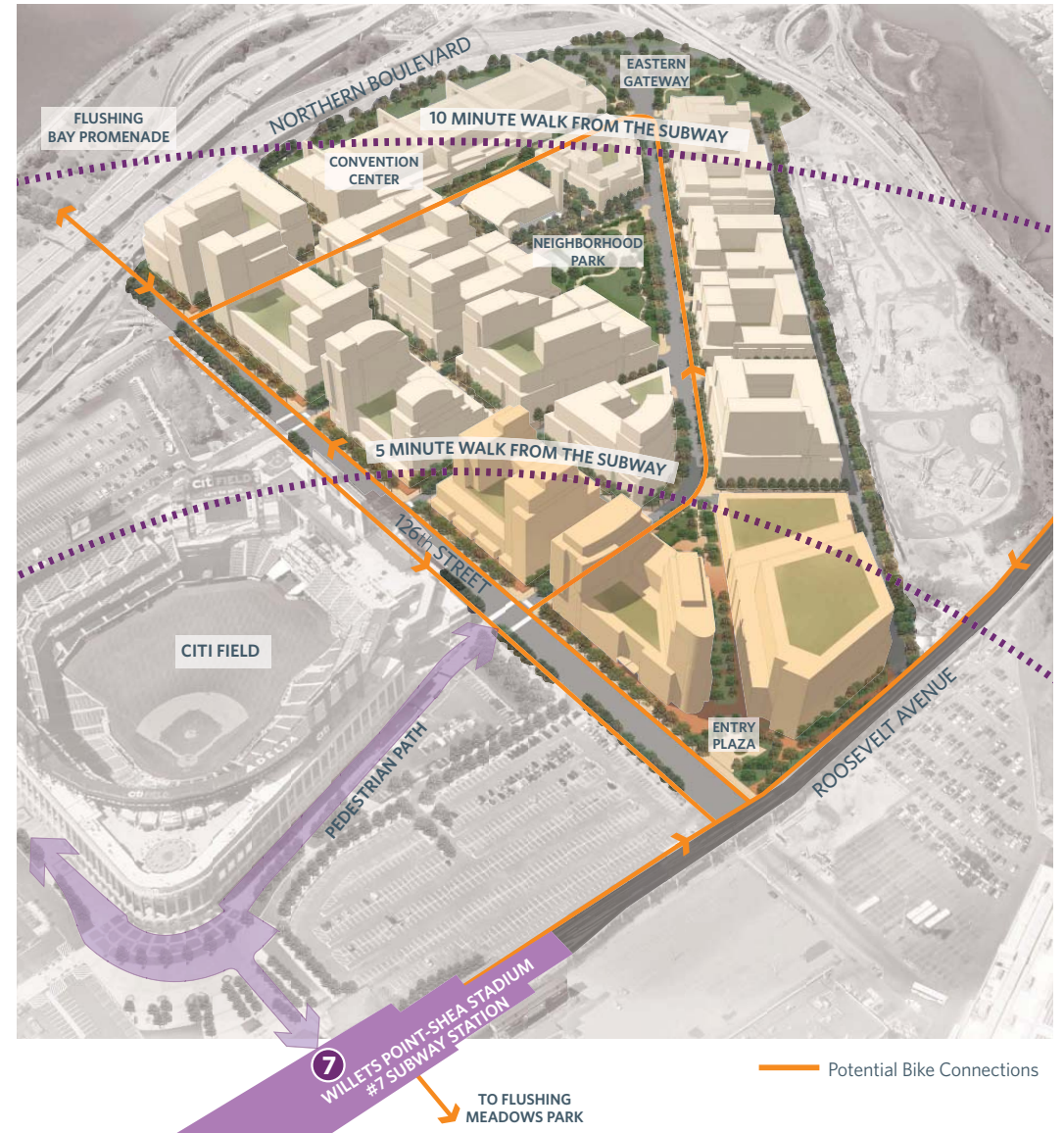


Figure 12. Diagram of the Willets Point Development

The above image depicts the intent of the design guidelines and is for illustrative purposes only

PRINCIPLE 1.2 A Connected Neighborhood

A MODEL GREEN NEIGHBORHOOD

OBJECTIVE

As a new neighborhood for Queens, Willets Point should link to existing communities and destinations, giving new residents access to parks, the waterfront, local services, and amenities, while providing visitors with a larger set of connected destinations, complementing and extending the shopping and business district of Downtown Flushing, and appealing to patrons of Citi Field, the USTA National Tennis Center, and other nearby attractions. A study completed in December of 2008, shown to the right, proposed a series of new and improved bicycle and pedestrian connections between these important destinations.

POTENTIAL STRATEGIES

1.2.1 CONNECTIONS TO NEIGHBORHOODS

Provide easy connections and access to and from the adjacent neighborhoods of Downtown Flushing and Corona.

1.2.2 CONNECTIONS TO PARKS AND DESTINATIONS

Provide easy connections and access to and from important regional amenities and destinations including Flushing Meadows Corona Park, and the Flushing Promenade, Citi Field and the USTA National Tennis Center.

1.2.3 REGIONAL HIGHWAY CONNECTIONS

Take advantage of the existing highway connections and those currently being planned, by closely locating uses that are dependent on regional access.

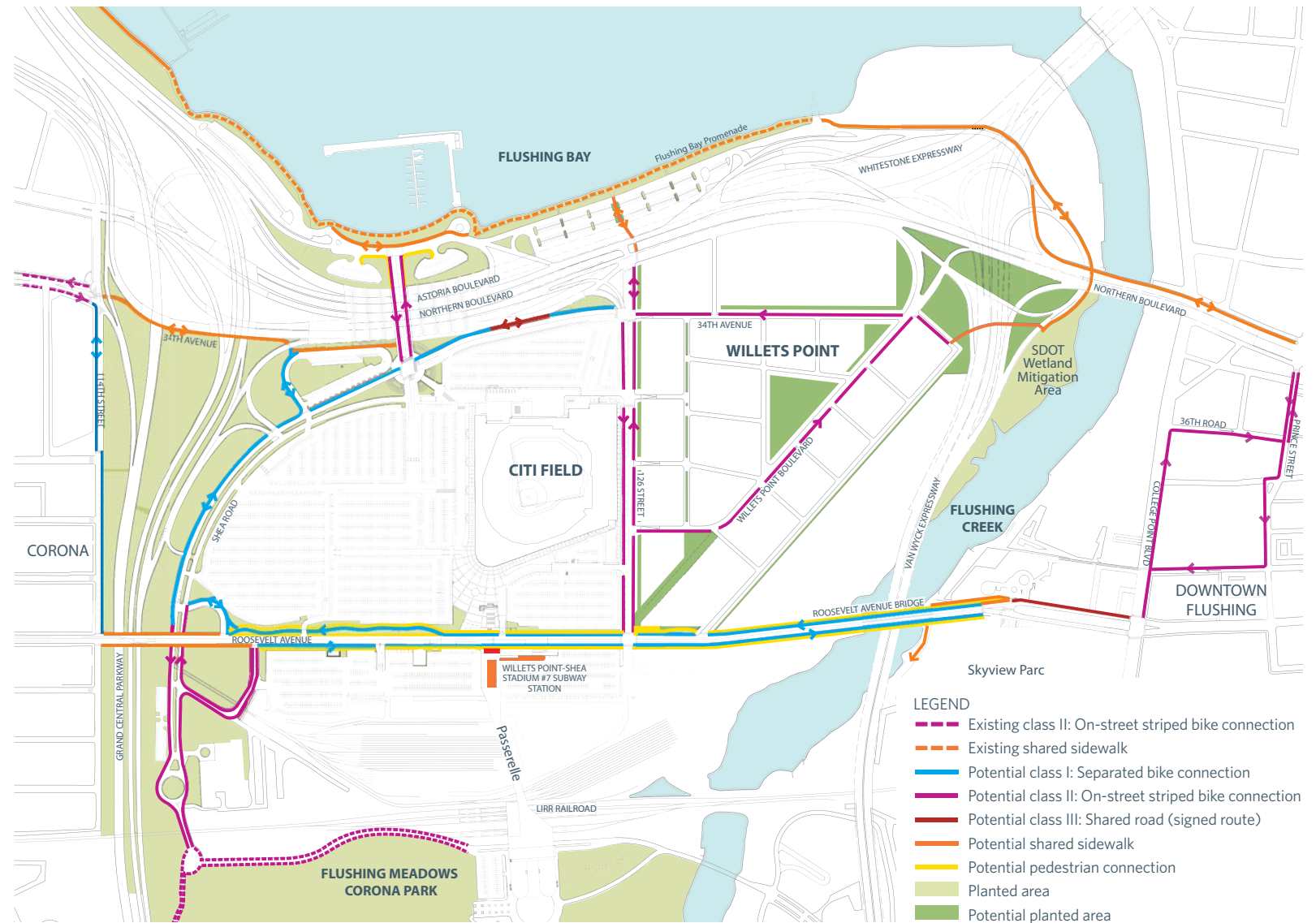


Figure 13. Area-wide connections proposed in the “Willets Point Bicycle and Pedestrian Connections” study, completed in December 2008
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PRINCIPLE 1.3 High Density Mixed-Use District

OBJECTIVE

Willetts Point provides a unique opportunity to create a critical mass of residential and commercial density that supports New York City's strategic goals of increasing the housing supply for a broad range of household incomes and providing new regional retail and services for the outer boroughs. An intense mix of uses both horizontally and vertically will create a sustainable "24/7" neighborhood with active street life, appealing equally to residents, workers and visitors.

POTENTIAL STRATEGIES

SITE-WIDE CRITERIA

1.3.1 ECONOMIC VITALITY

Provide sufficient density and diversity of residential and commercial uses to ensure that the redevelopment of Willetts Point creates sustainable long-term economic value.

1.3.2 DENSITY AND SUSTAINABILITY

Realize the objectives of PlaNYC to create needed new housing on underutilized sites where it is less disruptive of existing neighborhoods and promotes sustainable, transit-oriented development patterns.

1.3.3 A VIBRANT COMMUNITY

Ensure that the development program generates the necessary population density of residents, workers and visitors to support a vibrant and active street life and sense of community.

1.3.4 ECONOMICALLY INTEGRATED HOUSING

Support the integration of mixed-income housing in accordance with the City's affordability targets for the site.

SUBAREAS

1.3.5 TWO SUBAREAS, ONE COMMUNITY

The Willetts Point Special Zoning District describes two distinct subareas within Willetts Point, each with a different character of land uses. These are designated Area A and Area B.

AREA A MIXED-USE RETAIL, ENTERTAINMENT AND HOUSING

A mixed-use, high-intensity retail and entertainment district which forms the gateway to Willetts Point and leverages the presence of Citi Field just across 126th Street. Housing, hotels, and commercial space above retail and entertainment ensure that retail areas have an urban character, and the neighborhood has 24/7 vitality.

AREA B RESIDENTIAL NEIGHBORHOOD AND CONVENTION CENTER

A residential neighborhood for a diverse community of all ages, organized around residential side streets and a neighborhood park that forms the green heart of Willetts Point. The north edge of Area B may support a potential mid-sized convention center.



An entertainment district along Orchard Road in Singapore



A neighborhood residential building in Vancouver



Figure 14. Diagram of the Willets Point Development
 The above image depicts the intent of the design guidelines and is for illustrative purposes only

TYPICAL BUILDINGS

1.3.6 AREA A BUILDINGS

Vertically stacked mixed-use buildings may contain a retail base, screened or wrapped parking in the base, and residential, hotel, or office uses above in the mid-rise and tower. Towers in this area rise up to 218'.

1.3.7 AREA B BUILDINGS

Residential buildings may contain accessory retail uses and parking concealed in the interior capped with rooftop courtyards. Mid-rise portions rise up to 156'.

PARKING

1.3.8 SITE-WIDE SHARED PARKING STRATEGY

Provide a site-wide shared parking strategy, in combination with transit modal-split assumptions, with potential for significant reductions in required parking spaces for the entire redevelopment and individual uses.

Reduced parking demand has many aesthetic and environmental benefits, including the reduced bulk and mass of buildings.

Larger public garages serving the retail district are allowed in the Northern and Southern Anchor Blocks.

1.3.9 INTEGRATED PARKING

Carefully integrate parking with site planning and building design, in accordance with the requirements of the Willets Point SZD.

1.3.10 WRAPPED PARKING

On-site parking should be wrapped with active uses (residential, retail) at each level, except for selected areas where parking is permitted to be exposed or architecturally screened.

1.3.11 STACKED & MECHANIZED PARKING

Stackers and mechanized parking within garages can increase efficiency and reduce the effects of parking on building bulk.

1.3.12 ON-STREET PARKING

On-street parking should be maximized, to provide convenience, pedestrian-oriented streets, and reduced off-street parking requirements for retail uses.

PRINCIPLE 1.4 Linked Network of Streetscapes and Open Spaces

OBJECTIVE

Willetts Point will be literally “green.” A new public realm where none currently exists will combine a landscaped, pedestrian-oriented street grid with new parks and plazas, creating an interconnected network of open space that enhances the livability and attractiveness of high-density development. The street and park system will be in character with the best existing New York City neighborhoods and based upon current city standards for sustainability and design. The network will tie together the entire site, creating a neighborhood designed for pedestrians, with links to the waterfront and surrounding destinations.

POTENTIAL STRATEGIES

1.4.1 COMPLETE STREETS

Design streets as the most important public open spaces in Willetts Point. “Complete Streets” include landscaping, sustainability measures, and pedestrian-oriented detailing of roadways and sidewalks. See Figures 15 and 16.

1.4.2 126TH STREET OPEN SPACE

Design 126th Street as a Linear Plaza alongside new mixed-use buildings, mitigating the elevation change from street to ground floor level, and creating a pleasant pedestrian connection from Roosevelt Avenue to the Flushing Bay waterfront.

1.4.3 RETAIL PLAZAS

Create plazas within the retail mixed-use area (Area A) to provide open space and a variety of activities for residents, workers, shoppers and other visitors. See Figure 17.

1.4.4 NEIGHBORHOOD PARK

Create a two-acre Neighborhood Park providing a “green heart” for the residential neighborhood (Area B). A combination of passive and active spaces allows the park to serve a diverse community of all ages. See Figure 18.

1.4.5 GREEN BOULEVARD

Ensure that all residents, workers and visitors have convenient access to walkable streets, parks and open spaces, recreation areas, gyms, playgrounds, and bike facilities, to promote outdoor physical activity.

1.4.6 EASTERN GATEWAY

Consider future highway ramp connections to the site as an opportunity to create a “gateway green” that will be the first image of Willetts Point for many visitors.



Streets within the retail mixed-use area (Area A) should create an urban, pedestrian-oriented outdoor shopping environment that serves visitors, workers and residents. The Primary Retail Street might include landscaped seating areas and a planted median that support sustainable landscape and stormwater strategies.

Figure 15. Primary Retail Street illustrative sketch

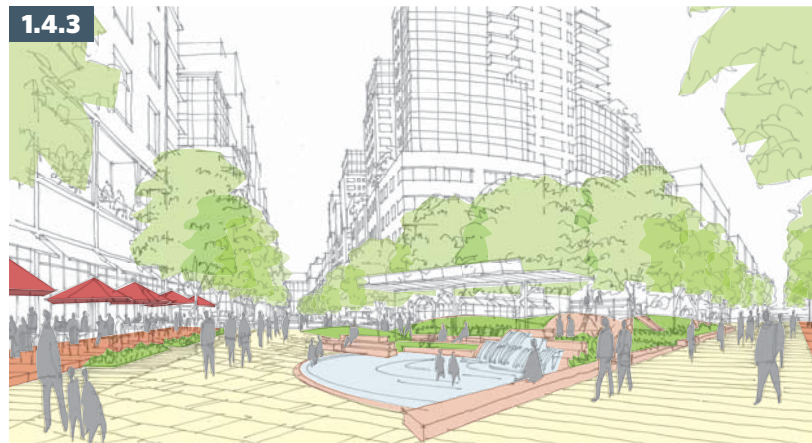
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Streets within the residential neighborhood (Area B) should create an intimate “outdoor living room” for residents with space for shade trees, plantings, and stormwater management landscapes.

Figure 16. Residential Street illustrative sketch

The above image depicts the intent of the design guidelines and is for illustrative purposes only



A Southern Anchor Block Plaza in the retail mixed-use area (Area A) would create a gateway to Willets Point for pedestrians arriving by mass transit. A combination of hardscape, landscape, amenities, outdoor dining and seating serves residents, workers, shoppers and other visitors.

Figure 17. Central Retail Plaza illustrative sketch
The above image depicts the intent of the design guidelines and is for illustrative purposes only



A Neighborhood Park is envisioned as the green heart of the residential neighborhood (Area B) and is likely to be located within a one-block walk of most residential buildings in the area. A balance of active and passive spaces could create a daily destination for a diverse community of all ages.

Figure 18. Neighborhood Park illustrative sketch
The above image depicts the intent of the design guidelines and is for illustrative purposes only



Figure 19. Illustrative view of the streetscape and open space network within Willets Point
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

PRINCIPLE 1.5 Sustainable Water Management

OBJECTIVE

The redevelopment of Willets Point is an opportunity to re-think water use and stormwater and wastewater management planning. A sustainable system could serve to improve regional water quality by eliminating pollutant loading to Flushing Bay and Long Island Sound; eliminate the need to connect with the municipal combined sewer system; integrate native wetland habitat into the urban streetscape in a visible, safe, and attractive manner; and provide high-profile opportunities for education and conservation.

POTENTIAL STRATEGIES

OVERALL ON-SITE STORMWATER

1.5.1 STORMWATER MANAGEMENT

Utilize known and innovative stormwater management tools within the site boundaries in order to efficiently treat and safely discharge stormwater while improving water quality in Flushing Bay.

1.5.2 NATURAL SYSTEMS

Find niche opportunities within open spaces to create natural treatment systems (bioswales, treatment wetlands) that also enhance public spaces and attract native species.

1.5.3 ROOFTOPS

Program rooftop spaces with greenroofs and/or bluerooftops that serve to detain and evaporate stormwater prior to discharge.

BUILDING SPECIFIC

1.5.4 WATER CONSERVATION

Provide technologies, fixtures, and appliances that encourage efficient use of potable water and reuse of high-quality treated wastewater within each building. These strategies can be visible and informative.

1.5.5 DETENTION

Utilize opportunities within each building footprint, particularly rooftops, to detain and evaporate stormwater before discharging to the stormwater collection system.

1.5.6 RE-USE

Construct buildings with separate potable and non-potable water supply lines to connect with different usage needs. Non-potable water can be provided from a centralized membrane bioreactor (MBR) plant if constructed.



On-site stormwater management can be incorporated into all open spaces: streetscapes, public open spaces, and building rooftops

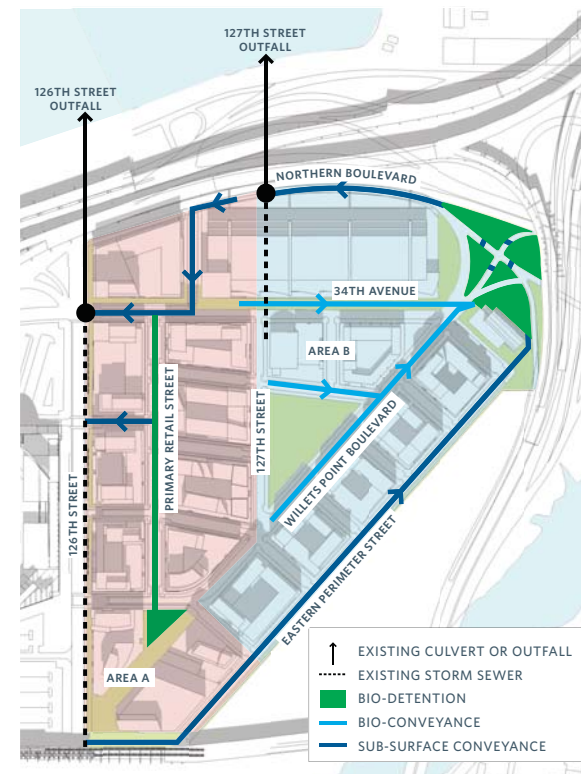


Figure 20. Diagram depicting a possible site-wide stormwater strategy
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

SUPPLY AND SANITARY MANAGEMENT

1.5.7 NATURAL AREAS

Stabilize the hydrologic regime and maximize biodiversity and water quality improvements by discharging treated wastewater to a stormwater network of wetlands and swales leading to Flushing Bay.

1.5.8 SET AN EXAMPLE

Increase local development density without exacerbating the City's existing combined sewer overflow issues while providing an example for future development planning and pollution reduction.

PRINCIPLE 1.6 An Energy-Efficient District

A MODEL GREEN NEIGHBORHOOD

OBJECTIVE

Willets Point can embrace energy efficiency by its reducing energy use and carbon footprint through adaptation, mitigation and generation strategies. A development that limits the impact on utility infrastructure and carbon emissions is encouraged. The reduced operational costs, infrastructure costs, carbon emissions, environmental and climate impact that result will benefit local residents, the broader community, and the global environment.

POTENTIAL STRATEGIES

SITE-WIDE

The following strategies provide a general framework for how the broad goal of reduced energy and carbon might be achieved.

1.6.1 ADAPTION

Consider the use of resources available on-site to generate clean, renewable energy, such as wide-scale photovoltaic installation and/or wind turbines.

Plan for staged development in which infrastructure implemented in the first stage can be expanded or adapted for subsequent stages.

1.6.2 MITIGATION

Minimize energy usage through efficient technologies and infrastructure including efficient site lighting (such as light-emitting diode (LED) technology for traffic and street lights) and efficient site infrastructure and utility distribution (pumps and treatment systems).

1.6.3 GENERATION

Consider the creation of total district energy generation to provide power, cooling and heating for the district with maximum combined efficiency, through the use of cogeneration or combined heat and power, if feasible.



Energy-efficiency should include both site-wide and building specific strategies

BUILDING SPECIFIC

1.6.4 ADAPTION

Consider the use of building integrated renewable energy generation, such as building integrated photovoltaics and solar hot water generation.

Integrate the use of smart building controls to coordinate building use to energy use through the use of programmable thermostats and occupancy sensors.

1.6.5 MITIGATION

Minimize energy use within buildings through the design of high-performance building envelopes, intelligent massing and orientation, and building shading.

Consider the use of building technologies to minimize energy use, such as efficient lighting and controls, energy-saving appliances, daylight dimming, efficient heating, ventilation, and air conditioning systems, chilled beams, geothermal, and variable air volume.

1.6.6 GENERATION

Consider the use of individual building cogeneration and combined heat and power to generate energy on a building-by-building basis.

PRINCIPLE 1.7 Green Architecture

OBJECTIVE

Through the implementation of green building practices, Willets Point has the opportunity to reduce negative environmental impacts through high performance, market leading design and construction practices. Green buildings should encourage a wide variety of energy strategies to reduce the total energy consumed and promote a smarter use of water, inside and out. The selection of sustainably grown, harvested, produced and transported products and materials and the reduction of waste as well as reuse and recycling can be promoted throughout. Strategies that can improve indoor air quality, access to natural daylight and views and acoustics are also encouraged.

POTENTIAL STRATEGIES

The following strategies provide a general framework criteria for green architecture. To meet LEED requirements, consider making at least 50% of the project's square footage achieve LEED certification through one of the LEED rating systems.

RECOMMENDED APPROACHES

1.7.1 MATERIAL USE EFFICIENCY

Building materials have major impacts on the sustainability of the construction process and the long-term sustainability of the building. The choice of materials should consider recycled content, local or regional origin, and sustainable sources. In addition, the diversion of construction waste from landfills and the provision of space for the collection and storage of recyclables are important elements.

1.7.2 WATER MANAGEMENT

As discussed in Principle 1.5, water management on a building-by-building basis can be achieved through rooftop collection and treatment (through the use of green and/or blue roofs), the selection of water-efficient appliances, and other technologies.

1.7.3 ENERGY EFFICIENCY

Energy efficiency on a building-by-building basis can be achieved through the design of a high-performance building envelope; solar orientation for daylighting and natural ventilation; efficient building systems, lighting, appliances; and other technologies.



Sustainability strategies should be integrated into the architecture of the building but also give the buildings a unique and identifiable character

VISIBLE SUSTAINABILITY

1.7.4 GREEN IDENTITY

Transform the architectural design of buildings by making green strategies visible and integrated with architectural concepts and the design of facades and public areas. Increase public awareness of sustainability through designs which celebrate the unique green identity of Willets Point.

PRINCIPLE 1.8 Healthy Environment

OBJECTIVE

People are at the center of a sustainable plan. In addition to considering larger impacts on climate change and the environment, the Willets Point redevelopment can create both a healthy living environment and promote a healthy lifestyle for residents of all ages, as well as for workers and visitors. Special attention should be paid to the opportunity of a completely new neighborhood to fully integrate accessible design principles.

Complementing a healthy lifestyle, the creation of a community where members work together and support each other is critical to the long-term sustainability of Willets Point. Promoting educational opportunities in public spaces, fostering a growing consciousness about sustainable design, and providing space for community activities such as markets and gatherings will support a strong sense of neighborhood and community life.

POTENTIAL STRATEGIES

1.8.1 HEALTHY ENVIRONMENT

Create an integrated site-wide approach to strategies such as traffic demand management, improved indoor air quality, natural ventilation, daylighting, and native landscaping to create a healthy living environment for the Willets Point community.



1.8.2 HEALTHY LIFESTYLE

Ensure that all residents, workers and visitors have convenient access to walkable streets, parks and open spaces, active recreation spaces, gyms and playgrounds, and bike facilities, to promote and encourage an active lifestyle and physical fitness. Create connections from the site to mass transit as well as to nearby parks, pedestrian and bike trails, and recreational facilities. Incorporate design strategies from the “Active Design Guidelines” published in 2010 jointly by several NYC agencies.



1.8.3 ACCESSIBLE DESIGN

Ensure that all areas of Willets Point, including residential and commercial buildings as well as parks and open spaces, recreational facilities, and community facilities and amenities, integrate and encourage equal use and access by the elderly and by persons with disabilities.



THE LEED-ND PROCESS

Willetts Point is envisioned as a model green neighborhood. To that end, it is anticipated that the development will achieve LEED-ND certification for the ultimate development plan. LEED-ND places emphasis on the specific design and construction elements that bring buildings together into a neighborhood and relate the neighborhood to its larger region and landscape. It recognizes development projects that successfully protect and enhance the overall health, natural environment, and quality of life for communities.

The United States Green Building Council has granted the District pre-review approval (stage 1 certification) in the LEED Neighborhood Development ("LEED-ND") program.

A selection of the sustainable development strategies that contributed to the successful Stage One LEED-ND certification are identified at right. These measures are provided for guidance only, as there is flexibility in the way certification can be achieved.



LEED 2009 FOR
NEIGHBORHOOD
DEVELOPMENT



Principle 1.1 TRANSIT-ORIENTED DEVELOPMENT

- Locate project on a site with transit service of 20 or more easily accessible transit rides per week day. 50% of entrances within 1/4 mile walking distance.
- Use no more than 20% of the total development footprint area for surface parking facilities.

Principle 1.2 A CONNECTED NEIGHBORHOOD

- Have at least 50% of dwelling units / business entrances within 3 miles biking distance from at least four of the diverse uses listed in Appendix A (of LEED-ND). Ensure that at least 15% of off-street parking space is devoted to bicycle parking /storage.
- Promote communities that are physically connected to each other; avoid gated areas.
- Provide bicycle parking spaces equivalent to at least 15% of the total automobile parking for each building on site except for the Convention Center. For that facility, provide bicycle parking for 15% of the employees' automobile parking and for 5% of the visitor parking. Locate all bicycle parking within 200 yards of the entrance to the building that it services.

Principle 1.3 HIGH DENSITY MIXED- USE DISTRICT

- Include a residential component in the project that constitutes at least 25% of the project's total building square footage; at least 50% of dwelling units to be within ½ mile walking distance of at least two diverse uses.

Principle 1.4 LINKED NETWORK OF STREETSCAPES & OPEN SPACES

- Facilitate walking to school - have at least 50% of the project's dwelling units within 1/2 mile walking distance of an existing or planned school.
- Locate a principle functional entry of each building within a front facade that faces a public space such as a street, square, park, paseo, or plaza.
- Provide continuous sidewalks or equivalent provisions for walking along both sides of all streets within the project.

Principle 1.5 SUSTAINABLE WATER MANAGEMENT

- Implement a comprehensive stormwater management plan for the project that reuses or evapotranspires the specified amount of rainfall from the project's development footprint.
- Construct buildings to achieve a 30% reduction in water use compared to a baseline use.
- Permanent irrigation should not use potable water.

Principle 1.6 AN ENERGY EFFICIENT DISTRICT

- Construct buildings to achieve a 15% reduction in energy use as compared to a baseline energy use derived from a whole building energy simulation.
- Utilize traffic lights, street lights, water and wastewater pumps and treatment systems that can achieve a 15% annual energy reduction beyond an estimated baseline infrastructure energy use.
- Consider traffic lights that use LED technology.

Principle 1.7 GREEN ARCHITECTURE

- At least 50% of the project's square footage should achieve LEED certification through one of the following rating systems: LEED-NC, LEED-EB, LEED for Homes, LEED C&S, LEED for Schools.
- All off -street parking should be covered, and all roofs covering parking should have a solar reflectance index (SRI) of at least 29.
- Apply LEED requirements for recycled content in paving and cement piping. Consider recycling or salvaging at least 50% of non-hazardous construction and demolition debris.
- Provide the project's occupants with information regarding the site's recycling availability and benefits including information regarding the city's nearby hazardous waste drop-off center in College Point, Queens.

Principle 1.8 HEALTHY ENVIRONMENT

- Design approximately 20% of the residential units to comply with the accessible design provisions of The Fair Housing Amendments Act and section 504 of The Rehabilitation Act, as applicable.
- Ensure 75% of all project roof surfaces are a combination of vegetated roofs and materials with an SRI of at least 78.
- Plant vegetation on site (ground-level landscaping and green roofs), using native plants (defined by the NYC Department of Parks and Recreation). Avoid invasive plant species.

A MIXED-INCOME COMMUNITY

AFFORDABLE HOUSING

The redevelopment of Willets Point is intended to achieve a diverse, equitable and integrated mixed-income community through the inclusion of affordable housing. The goal is to develop a minimum of 35 percent of the units as affordable to low and middle income families. It is anticipated that affordable units will be dispersed throughout the District. Therefore, residential development at Willets Point will likely consist of both mixed-income buildings (which provide both market-rate and affordable units within the same building) as well as stand-alone affordable housing buildings (in which all units are affordable).

Maximum integration of affordable units with market-rate units is preferred. However if separate affordable housing building(s) are developed, it is desirable that these buildings NOT be clustered in any one area of the district and that affordable units still be spread throughout the district. For example, one scenario is that buildings are developed as 80/20 (market/low income units) buildings and that one or two stand-alone affordable buildings are also developed to enhance the overall affordability target of 35 percent.

Mixed-income buildings are expected to adhere to the design guidelines outlined in this book and be fully integrated into the fabric of the district with great access to local and surrounding amenities.

Stand-alone affordable buildings should be fully incorporated into the street life of the neighborhood, with close proximity and easy access to retail, open space, and transit. Stand-alone affordable buildings should be designed with the highest quality standards for affordable housing, and to the greatest extent possible also adhere to the guidelines contained in this document (drafted with affordability targets in mind). Massing, orientation, and access goals remain relevant. It is anticipated that sustainability goals will be realized for these particular buildings by achieving Enterprise Green Communities certification. Buildings receiving affordable housing subsidy will be required also to meet the design guidelines of the funding agency.

At right and far-right are case studies of exemplary design in mixed-income and stand-alone affordable housing. Stand-alone buildings are encouraged to reference these case studies as models of high-quality design that is mindful of cost constraints.

CASE STUDIES

ATLANTIC TERRACE, Brooklyn

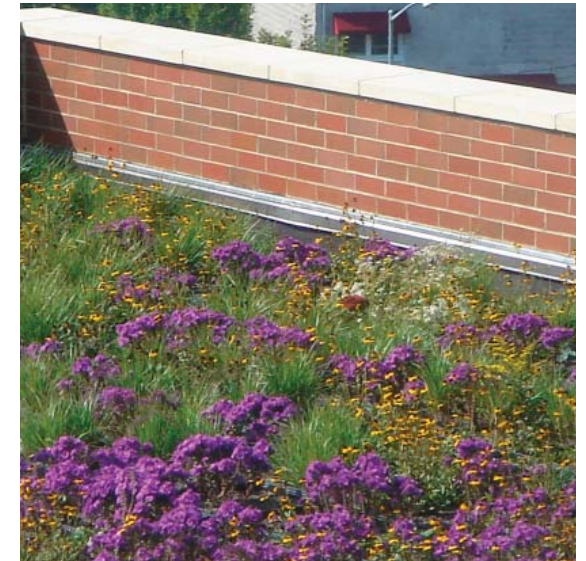
Atlantic Terrace is an 80-unit mixed income development, located in Brooklyn. The development is LEED Gold certified and includes a green roof, energy efficient heating and air conditioning, abundant natural light, and locally made and recycled materials. It is a successful example of high-quality design and construction incorporating facade details, material changes, variations in fenestration, and no exposed slab edges or air conditioning units or grilles. The development also includes ground-floor retail and underground parking.



Atlantic Terrace is a great example of high-quality construction in which a variety of materials are integrated into the facade, the slab edges are concealed and there are no visible A/C units or grills

INTERVALE GREEN, Bronx

Intervale Green is a 128-unit mixed-use affordable rental building, located in the Bronx built over a former brown-field. It is the largest Energy Star certified multi-family high-rise in the United States. Its sustainability features include two green roofs; high performance building envelope; efficient building systems, lighting, and appliances; a 33% reduction in energy use over a standard building; landscaped courtyards; and a public garden with artist sculptures as well as over 40 new trees throughout the property. The development also includes ground-floor retail.



Intervale Green includes many sustainability strategies including a green roof and large tree pits

HIGH-QUALITY NYC AFFORDABLE HOUSING DESIGN

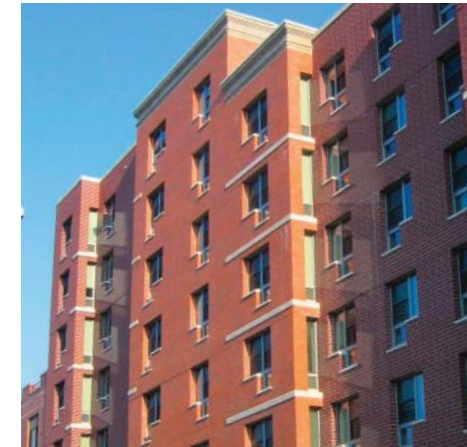
The examples shown to the right demonstrate an array of high-quality design and construction of affordable housing that has been achieved in NYC boroughs. These buildings successfully integrate variations in materials, vertically articulated facades, custom artwork, facade construction details, and other desirable design strategies.



The Aurora, Bronx
Successful example of the use of material changes and partially recessed balconies



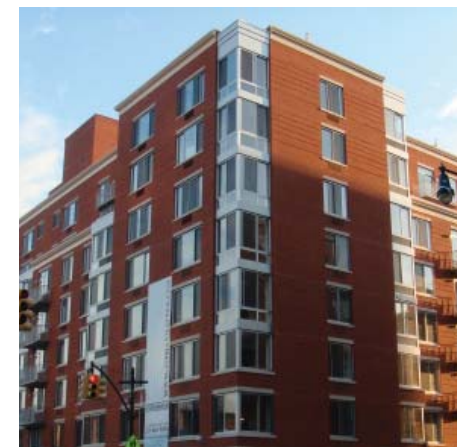
Intervale Green, Bronx
Successful example of variations in material coordinated with vertical facade recesses



9 Cook Street, Brooklyn
Successful example of the use of articulated massing and the "dormer rule"



1932 Crotona Parkway, Bronx
Successful example of the use of high-quality construction details to articulate the facade



Susan's Court, Manhattan
Successful example special architectural emphasis at the corner using corner windows and metal panels



The Eltona, Bronx
Creative example of the incorporation of unique artist-designed elements to enliven the streetscape

CASE STUDIES

Sustainable Planning and Design Strategies

The following case studies provide examples of contemporary sustainable planning and design around the world, within the US and within NYC. Each project shown has a specific set of issues that are relevant to Willets Point and demonstrate innovation that can inform the redevelopment of the District.

DOCKSIDE GREEN Victoria, BC

Dockside Green is a 16-acre, 1.3 million square foot mixed-use development located in Victoria, British Columbia. As likely to occur at Willets Point, its development was implemented in stages and took a district-wide approach to sustainable infrastructure. The project includes a centralized biomass gasification system that provides heat and hot water and enables the development to be carbon-neutral from an energy perspective. It also includes a visible greenway system that runs throughout the development to reclaim stormwater and has its own on-site sewage treatment plant, which together provide gray water for toilets, irrigation, and site water features.



Dockside Green includes a naturalized creek and pond system to reclaim and treat its own stormwater with underground storage, eliminating the need to use the municipal storm system

HAFENCITY Hamburg, Germany

HafenCity is a 155-acre, 16-million square foot, mixed-use brownfield redevelopment located in Hamburg, Germany. Situated within the historic port along the River Elbe, the development must be raised above the floodplain, similar to Willets Point. Although already located above mean sea level, the roadways and buildings must be elevated an additional 3-4' in order to be above the stormflood height. To achieve this, a wide public space running along the water's edge is terraced, stepped, and ramped in order to create a gentle grade change that protects the development from flooding, enhances the connection to the water and provides an interesting and accessible public open space. This treatment is similar to what is recommended along 126th Street in Willets Point.



Grade changes occur for pedestrians and cyclists



The waterside edge of Hafencity is a terraced, stepped, and ramped public open space that provides a grade change between the existing water's edge and the new elevated ground plain



THE PEARL DISTRICT Portland, Oregon

The Pearl District is a 296-acre former industrial zone in Portland, Oregon. Its redevelopment is noteworthy for Willets Point because of how the combination of streets, parks, architecture, and small block sizes all contribute to the creation of a successful public realm that was created entirely from scratch with a great attention to detail. This very walkable neighborhood provides residents with numerous amenities within a short walking distance and includes a mix of housing types, neighborhood retail, and a series of small parks that provide both active and passive recreation as well as sustainable stormwater management.



Tanner Springs Park is a stormwater management area that is also a park and neighborhood amenity



Jamison Square, a 0.96-acre neighborhood park, includes different types of active and passive recreational areas with a central water play area

STATEN ISLAND BLUE BELT Staten Island, New York

The Staten Island Bluebelt is an important example of sustainable stormwater practice in New York City. Prior to the project, the island was subject to flooding problems and large-scale septic failure was a major concern to human and ecological health. NYCDEP's Bluebelt program provides ecologically sound and cost-effective stormwater management for approximately one third of Staten Island's land area. The program preserves natural drainage corridors, including streams, ponds, and other wetland areas allowing them to perform their functions of conveying, storing, and filtering stormwater. In addition, the Bluebelts provide important community open spaces and diverse wildlife habitats. As also described in Principle 1.5, Willets Point is an important opportunity to consider green approaches to stormwater management that are appropriate for the site.



An engineered system of naturalized streams, ponds, and wetlands provide sustainable stormwater management and also provides open space for nearby communities





Design Quality Standards

PUBLIC REALM

34

ARCHITECTURE

46

The character and environment of Willets Point should be high-quality and environmentally sustainable. The choice of materials, details of design, and techniques of construction will have a major impact on the overall impression and success of the District. A consistent level of overall design quality should apply throughout the District.

2. Design Quality Standards: **PUBLIC REALM**

This chapter is organized into the following subsections:

2.1	Pedestrian-Oriented Streets and Sidewalks	36
2.2	Parks and Plazas	37
2.3	Trees and Plantings	38
2.4	Hardscape Materials	40
2.5	Street Furniture and Lighting	42
2.6	Grade Changes: Steps and Ramps	44
	Reference Standards	45

The quality standards presented in this chapter are principles of design for achieving a sustainable and pedestrian-oriented public realm and are strongly encouraged.



The Public Realm Quality Standards promote a cohesive network of sustainable, public, friendly, and pedestrian-oriented streetscapes, plazas, and open spaces across the District.

Figure 1. View of the Southern Anchor Block Plaza, Roosevelt Avenue Greenway and 126th Street
The image at left depicts the intent of the design guidelines and is for illustrative purposes only

2.1 PEDESTRIAN-ORIENTED STREETS AND SIDEWALKS

OBJECTIVE

Streets will be among the most important public open spaces in Willets Point. “Complete Streets” should be designed to balance the needs of vehicles with those of pedestrians and cyclists. Street trees and other landscaping should have a key role in the greening and sustainability of the entire site and will define the identity of the district.

KEY PLAN

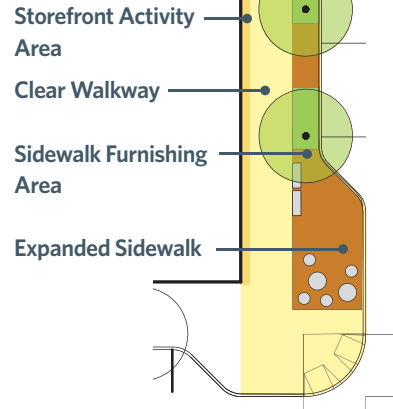


Figure 2. Typical Zones of a Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

QUALITY STANDARDS

2.1.1 Street Design

Design and implement “complete streets” that enable motorists, bicyclists, and pedestrians of all ages to safely share the space.

- Implement a street hierarchy that balances traffic needs with space and safety for pedestrians and bicyclists.
- Consider reduced vehicular lane widths and pedestrian-oriented design strategies, where appropriate, that are based on neighborhood design standards.
- Locate on-street parking on both sides of the street to keep streets active and populated. On-street parking may be excluded at locations of Expanded Sidewalks. See 2.1.3 Expanded Sidewalks.
- Design all curb cuts for garage or loading entries as “curb ramps” that maintain the walkway at a continuous width and elevation for the pedestrian.
- Incorporate landscaped areas wherever appropriate to minimize paved surfaces.

2.1.2 Sidewalk Elements

Sidewalks have required dimensions per the SZD. Design the sidewalks as public open spaces that are integrated into the public realm network.

- As shown in Figure 2, a typical street includes a Storefront Activity Area, an unobstructed walkway, a Sidewalk Furnishing Area and may include an Expanded Sidewalk. See 2.1.3 Expanded Sidewalks.
- The Storefront Activity Area may be used for retail displays, cafe seating, and/or landscape.
- The clear walkway should be a minimum of 8’ wide where feasible.
- The Sidewalk Furnishing Area provides space for street trees, planted areas, social seating, bike racks, lighting and other streetscape furniture. Special paving, using NYCDOT-approved materials, is encouraged to define this area.
- Certain streets also have a “Pedestrian Amenity Area” per the SZD to accommodate a grade change and provide additional seating, displays, and other amenities. See Chapter 3 Subarea Design Guidelines.

2.1.3 Expanded Sidewalks

Consider creating space for additional public amenities and plantings by expanding the sidewalk in place of on-street parking at key locations.

- Expand sidewalks at key locations as a pedestrian-oriented design strategy as well as for a public amenity.
- Priority locations are at intersections and mid-block crossings.
- Use expanded areas for additional furniture or as planting zones.
- Consider making planted areas part of a site-wide sustainable stormwater system.



Expanded sidewalk for plantings



Expanded sidewalk for social seating

2.2 PARKS AND PLAZAS

OBJECTIVE

A network of parks and plazas linked by walkable green streets will provide needed public open space and amenities in a dense new neighborhood, and a range of activities for residents and visitors of all ages.

QUALITY STANDARDS

2.2.1 Variety of Programmatic Uses

A network of parks and plazas with varied characteristics should define Willets Point and serve visitors as well as the residents.

- Maintain public open spaces that are open to the public and accessible according to standard NYCDPR regulations. Temporary events such as markets, festivals, or other cultural gatherings are encouraged but should not dominate the open space on a frequent or permanent basis.
- Provide a balance of active, semi-active and passive spaces for a variety of recreational opportunities for residents and visitors.
- Consider playgrounds, formal playfields or courts, dog runs, open lawn areas, open areas for events, social seating, and planted areas and viewing gardens as well as other programmatic uses.
- Locate and design trees and other plantings to support active and passive activities by providing shade as well as defining distinct spaces.



2.2.2 Specialized Elements

Specialized elements should add interest and identity to public spaces and create memorable gathering spaces.

- Consider specialized elements such as sculptural or interactive water features, specialized play features, distinctive art installations, seating and gathering areas, etc.
- Locate elements in accessible and visible locations while maintaining clear circulation routes.



2.3 TREES AND PLANTINGS

OBJECTIVE

The infusion of landscape throughout Willets Point, in open spaces, streetscapes, and building areas will soften the development and create a green identity for the District. The landscape should take advantage of opportunities for sustainable stormwater management and provide a visual delight and ecological diversity using ground cover, street trees, ornamental trees, flowers, and shrubs.

QUALITY STANDARDS

2.3.1 Street Trees

The street trees are the single greatest opportunity to provide greenery throughout the District. Trees should be carefully selected and located to ensure their long-term health and stability.

- Per the SZD, street trees of not less than 3" caliper are required for every 25' of building frontage.
- When designing the streetscape, prioritize the location of street trees at consistent intervals (every 25' suggested). Locate other streetscape elements to support this regular spacing.
- Locate street trees throughout the District to mitigate the urban heat island effect, provide shade canopy and provide greenery.
- Specify street trees that thrive in the urban environment. Species with similar growth characteristics should be selected to create a cohesive and uniform site. Trees should not be Asian Longhorned Beetle (ALB) hosts. In the retail district, consider light, airy trees with upright or vase-like branching. See the *NYCDPR Street Tree Compatibility list*.
- On all Retail Streets, specify trees branched at least 6'-7' high for visibility. Intermediate or small trees should be considered at underwire locations.
- At street corners, locate trees beyond a 45 degree angle from the building corner for visibility.
- Plant trees in NYCDPR standard planted tree pits with unit pavers between each tree pit (maintenance implications should be considered). Tree pits should be 5' x 10', or as otherwise specified within Chapter 3 of this document, and should contain a minimum of 150 cubic feet of good topsoil.
- Perform percolation tests as needed to determine whether the subsoil has adequate drainage and permeability for the particular tree specified prior to planting.
- Where possible, construct tree pits as sub-surface interconnected systems ensuring improved drainage, root growth, and reduced cracking and heaving of adjacent paving areas. Provide 300 - 400 square feet of CU-Structural Soil at a depth of 36" per NYCDPR Tree Planting Standards. CU-Structural Soil is intended under paved sites to provide adequate soil volumes for tree roots in the urban environment.
- See also the *NYCDPR Tree Planting Guidelines*



Honey Locust and Zelkova tree species are recommended due to their high branching

2.3.2 Medians

A planted median can add visual interest and greenery to streets and as envisioned for the Primary Retail Street can provide an iconic identity.

- Design underplantings in the median to be a maximum of 2'-6" in height above grade for visibility and safety.
- Select plantings to be visually pleasing year-round, durable, salt-tolerant, and low maintenance.
- Shade trees, branched at least 6'-7' in height, are also encouraged.
- Mark pedestrian crossings with ornamental trees with a habit and form maximizing visibility that are also suitable for wet conditions, if appropriate.
- Provide a minimum width of 6' for the planting area in the median'.
- A concrete band of 1.5' (inclusive of the curb) should surround the perimeter of the planting bed.
- Where feasible due to newly constructed roads, consider the median for use as an on-site stormwater management system with plantings designed for stormwater conveyance.
- Consider a "Low Impact Development (LID) Drainage System" made up of interconnected planting medians to manage a 1" or greater rain event.
- Design perimeter curbs to be 7" in height. Consider openings and cast-iron gratings for drainage into the LID system.



2.3.3 Bio-swales

Bio-swales and other areas should beautify the streetscape as well as provide space for on-site sustainable stormwater management.

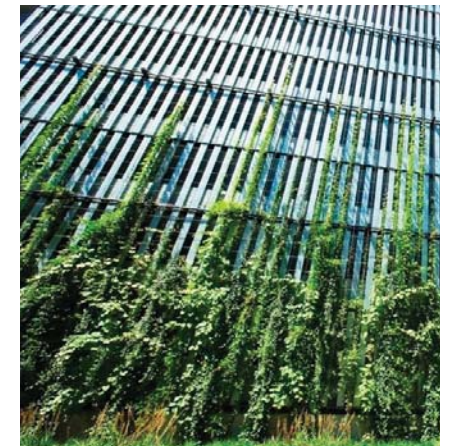
- Specify wet-tolerant and salt-tolerant plantings.
- Design the bio-swale system to accommodate pedestrian activities and access to parked cars.
- Capture street and sidewalk stormwater drainage with overflows to larger bio-swale components or the conventional stormwater drains.
- Size the sites to hold a minimum of 1" storm volume with a maximum ponding depth of 6" at any time. Design the sites so all water drains within 24 hours.



2.3.4 Green Walls

Green walls should be implemented carefully and be a highly visible sustainability feature and public amenity.

- Use green walls to soften architectural features, exposed parking garages, grade transitions, and non-setback walls by reducing the scale of vertical elements and mitigating the heat impact to street level public spaces.
- Include a variety of flowering and evergreen foliage materials with a minimum of 60% evergreen to provide year-round interest.
- Consider stainless steel cable or wire mesh supported systems.
- Provide adequate well-drained planting areas.
- Design green walls to contain a minimum of 2 CF of soil for every 20' high linear foot section of wall. Taller walls should have intermediate soil beds of 2 CF.
- Avoid shallow soil tray systems.
- Irrigate areas with minimum soil depths to ensure establishment and healthy sustainable growth.



2.4 HARDSCAPE MATERIALS

OBJECTIVE

A palette of durable and sustainable materials for paving, steps, ramps and other outdoor elements will establish a lasting identity for the district that is based on the most current and environmentally friendly City standards while creating a place that is recognizably a part of New York City.

QUALITY STANDARDS

2.4.1 Sidewalks

Streetscapes should feel like high-quality NYC streets.

- Use standard NYCDOT concrete pavement for the sidewalk material.
- Use light color for high Solar Reflectance Index (SRI), such as gray or tinted concrete. See 2.4.5 Sustainable Materials and Systems.
- Consider distinctive pavement at the Sidewalk Furnishing Area, Pedestrian Amenity Areas, important building entrances, and residential lobby entrances, using NYCDOT-approved specialty pavers or other material (maintenance implications should be considered).



2.4.2 Crosswalks

Crosswalks should establish a clear visual priority for pedestrian circulation to motorists.

- Minimize pedestrian and vehicular conflicts affording the pedestrian safe comfortable transitions with the least path of resistance.
- Consider NYCDOT-approved distinctive pavement to make crosswalks more easily identified and located by pedestrians (maintenance implications should be considered).
- Locate crosswalks to reinforce connectivity between green corridors, parks, plazas and other public spaces.
- Minimize the length of crosswalks through the use of sidewalk bulb-outs and medians, where appropriate.



2.4.3 Bicycle Facilities

Support bicycling as a high-priority mode of transportation and integral part of “complete streets”.

- Use NYCDOT-approved designs, such as green-painted on-street bike lanes.
- Follow all NYCDOT regulations for striping, signage, geometry, and dimensions.



2.4.4 Plazas and Amenity Areas

Public plazas and sidewalk amenity areas should form a network of active public spaces in the district.

- Follow NYC Zoning for all plazas and pedestrian amenity areas.
- Use durable, low-maintenance, attractive materials.
- Special consideration to the durability and maintenance of the paving materials should be given in high-traffic pedestrian areas such as intersections.
- Choose a color and material palette that defines a unique and memorable identity to each of the major public spaces but creates a coherent and unified overall character for the District.
- Consider distinctive paving to mark amenity areas, entrances, special features, seating areas, walkways, or other elements, consistent with agency-approved materials.
- Provide clear, direct pedestrian routes with a minimum clear width of 8'-0".
- Locate site furnishings in a organized manner so as not to clutter the public space.



2.4.5 Sustainable Materials & Systems

Hardscape areas should contribute to the environmental sustainability of the district by providing durable spaces made of "green" materials and systems.

- Use durable, sustainable, long life cycle, low-maintenance materials.
- Consider recycled and locally sourced materials that minimize impacts on the environment.
- Use light-colored paving with a high SRI to minimize the urban heat island effect and provide a comfortable public environment. A LEED credit requires an SRI of at least 29.



Sustainable materials may include recycled elements

2.5 STREET FURNITURE & LIGHTING

OBJECTIVE

Street furniture and lighting can be designed to provide a high level of pedestrian amenities while creating a consistent and uncluttered design for streets and public spaces.

QUALITY STANDARDS

2.5.1 Design Criteria

Create friendly and beautiful streetscapes using NYC standards.

- Coordinate the arrangement of streetscape elements to group them in a coherent fashion to avoid cluttering.
- Develop nodes of activity with streetscape elements such as newsstands and info kiosks at key strategic locations.
- Create a distinctive identity for Willets Point by using streetscape elements such as light-pole banners and distinctive NYCDOT-approved waste receptacles and street holiday or event features.
- Consider additional streetscape elements for pedestrian orientation, such as a wayfinding signage, at 2-3 strategic locations in the retail district.



Streetscape Furniture should enhance, not clutter, the sidewalk

2.5.2 Seating

Use comfortable, accessible seating for a friendly and active public realm.

- Provide ample social seating in all public areas such as planted areas, streetscape amenity areas, plazas and parks.
- Utilize standard NYCDPR seating and consider the use of custom or artist-designed seating and tables, conforming to NYC Zoning in public spaces.
- Design and provide a variety of seating types and configurations, with shaded and sunny exposures.



2.5.3 Bicycle Racks and Shelters

Provide safe, secure, and weather-protected bicycle storage facilities to support the bicycling network.

- Provide bike racks and shelters in streetscapes and public spaces.
- Locate bike racks and shelters convenient to bicycle lanes and other facilities, but avoid interference with pedestrian circulation.
- Provide covered bicycle shelters where feasible along wider streets and larger open spaces, such as Connector Streets and the Neighborhood Park. Provide bicycle racks elsewhere throughout the District.
- Select bike racks and shelters in accordance with NYCDOT standards.



Bike shelters should be provided in key locations in open spaces and along wide streets



Bike racks should be located throughout the District

2.5.4 Lighting

Use energy efficient site lighting to support a sustainable 24-7 public realm.

- Create a district-wide night-time lighting concept that reinforces and supports night-time activity near the stadium and within the retail district, especially in public spaces.
- Provide night-time lighting in the residential area that creates a quiet and safe night-time environment.
- Use NYCDOT approved street lights and consider the latest innovative systems.
- Consider custom lighting features to accent public spaces.
- Consider the use of sustainable strategies such as the use of LED fixtures, dark-sky design to minimize night-time pollution, lighting with a natural lighting color, and solar-powered fixtures.
- Use light fixtures with a lowered height, appropriate to the human scale, in pedestrian areas.



The new NYCDOT street light with LEDs, designed by Thomas Phifer and Partners



A night-time lighting concept should animate the District with a distinct visual identity, especially in public spaces

2.6 GRADE CHANGES: STEPS AND RAMPS

OBJECTIVE

Grade changes transitioning from existing to new site elevations should be treated as opportunities to create unique public gathering spaces. Generous and gentle stair and ramp systems should be fully integrated into the design of the open spaces and include plantings, seating, and art.

QUALITY STANDARDS

2.6.1 Generous Steps

Grand stairs should be designed as gathering space in public spaces.

- Design grade change transitions with generous open stair systems and informal seating areas.
- Consider sculptural art in the step systems to mark corners or other important nodes.
- Avoid plinth walls taller than 18" high. Use terraces or landscaped transitions instead.
- Follow all NYC Zoning regulations for steps.
- Coordinate materials with adjacent sidewalks and publicly accessible open spaces.
- Consider a distinctive palette of materials to accentuate key transitions, circulation routes, or nodes.



2.6.2 Gentle Ramps

Ramps should be accessible and fully integrated into the design of public spaces.

- Use a maximum 5% slope for all public ramps to provide gentle transitions and eliminate handrail requirements.
- Integrate ramp systems into landscapes and seating areas.
- Avoid switchback ramps.

2.6.3 Integrated Railings

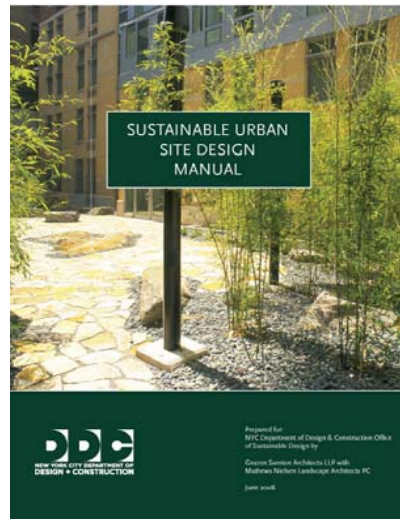
Railings should be minimized and integrated within the design palette of the District.

- Use railings where required for steps, ramps, terraces and balconies.
- Design railings to be visually pleasing, open or transparent. Avoid vertical bars.
- Consider the use of metal and/or glass.
- Incorporate seatwalls or seating niches and plantings.

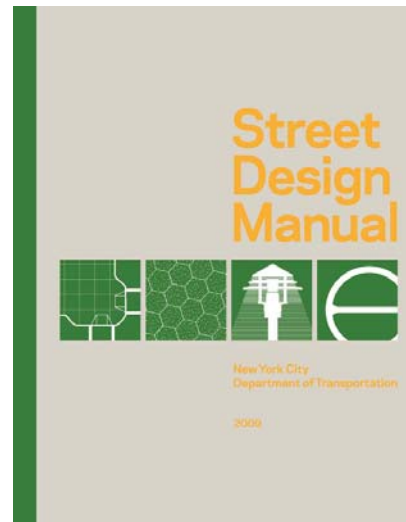
REFERENCE STANDARDS

REFERENCE DOCUMENTS

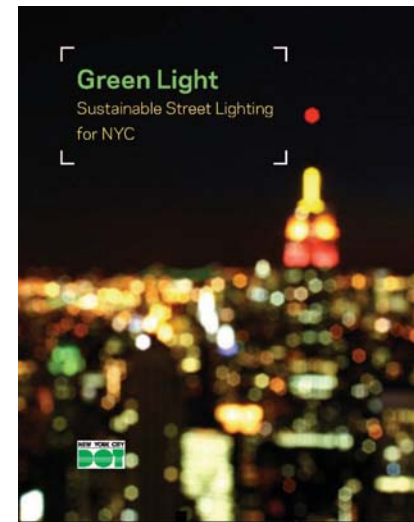
Willetts Point is envisioned as an extension of the New York City street system and should look and feel like an integral part of the City with a strong emphasis on innovative sustainable design and the implementation of the latest NYC agency standards.



NYCDDC Sustainable Urban Site Design Manual



NYCDOT Street Design Manual



NYCDOT Green Light



NYC Active Design Guidelines



NYCDDC High Performance Infrastructure Guidelines



NYCDPR Tree Planting Standards



NYCDPR Park Design for the 21st Century

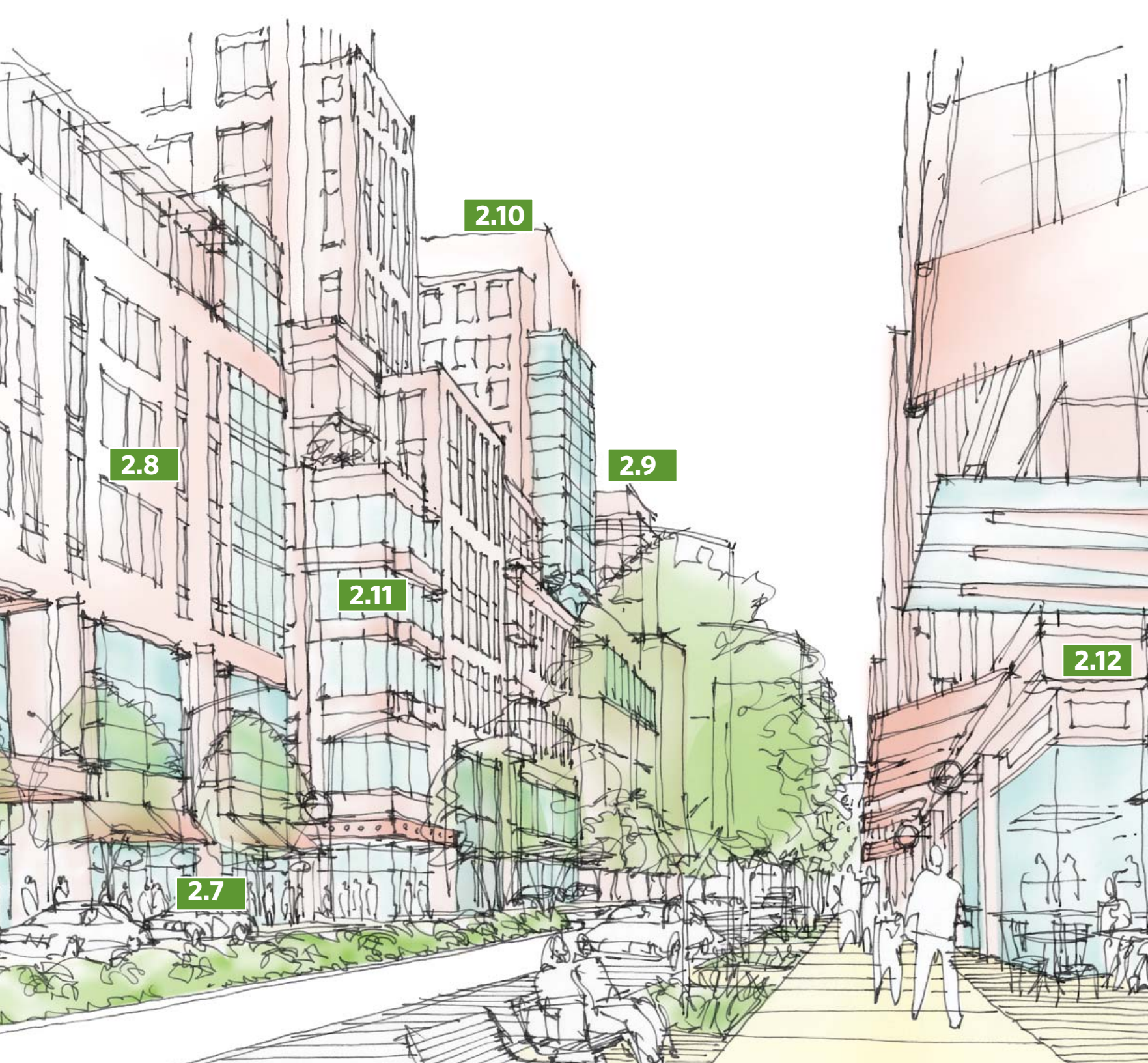
2. Design Quality Standards:

ARCHITECTURE

This chapter is organized into the following subsections:

2.7	Lower Base: An Active Pedestrian Environment	48
2.8	Upper Base and Mid-rise: Variety through Massing and Articulation	50
2.9	Towers: A Varied and Interesting Skyline	52
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2.13	Special Use Buildings	60
2.14	Overall Design Quality	61
	Reference Standards	62

The quality standards presented in this chapter are principles of design for achieving sustainable and human-scaled buildings and are strongly encouraged.



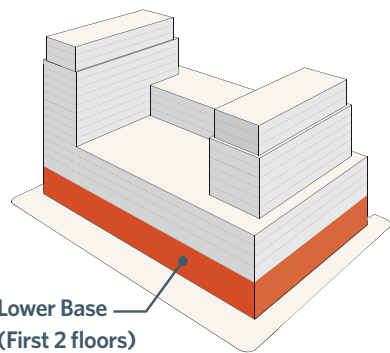
Architecture guidelines emphasize the pedestrian experience of buildings by focusing on issues such as scale and massing, transparency and fenestration, facade articulation, recesses and balconies, signage and materials, while integrating guidelines for sustainability and performance.

Figure 1. View of the buildings along the Primary Retail Street
The image at left depicts the intent of the design guidelines and is for illustrative purposes only

2.7 LOWER BASE: An Active Pedestrian Environment

OBJECTIVE

The ground floor, and in some cases the second floor, frame and animate the pedestrian experience. The lower base plays a key role in generating pedestrian activity at street level. The lower base of all buildings is encouraged to have active uses, such as retail or residential, that open directly to the sidewalk and be designed to create a human scale and a vibrant, safe pedestrian environment.



QUALITY STANDARDS

2.7.1 Ground Floor Retail

Create an animated pedestrian experience with a lively mix of larger and smaller establishments, and storefronts that provide with scale, interest and variety.

- Per the SZD, the maximum length of ground floor frontage occupied by any establishment is 110' along 126th Street and 65' along the Primary Retail Street. This regulation is to ensure retail establishments have varied sizes, multiple frontages and numerous entrances, creating a fine-grained scale and variety of storefront design.
- Limit larger establishments to corners, or second floors with ground floor entrances that fit into a row of storefronts.
- Mark entrances with facade recesses that create additional space for pedestrian circulation.
- Avoid establishments accessed from internal circulation and thus not contributing to street life (except for those on the third floor and above).
- Provide generous ceiling heights (20' floor-to-floor suggested at the ground floor).
- Provide canopies and awnings, particularly at corners and entrances. Fabric, metal and glass are encouraged. Vinyl, plastic/fiberglass and internally illuminated awnings are discouraged.
- Per the SZD, at least 70% of the streetwall up to 10' in height shall be glazed (50% transparent and 20% translucent). Use transparent storefront glazing to allow views into retail interiors. Avoid blocking them with large or opaque displays.
- Use roll-down security grilles inside the storefront glass with open-mesh design for visibility of store interiors and displays.
- Provide outdoor displays, merchandise carts, seating, and etc. in the "Storefront Activity Area" of the sidewalk.



2.7.2 Inactive Ground Floors

Inactive ground floor areas create "dead zones" without pedestrian activity, and should be minimized, carefully located and screened to avoid interrupting the pedestrian environment.

- Avoid inactive ground floor facades such as blank walls that lack windows and doors; mechanical access doors, louvers, and grilles; and exposed parking garages.
- Avoid inactive ground floors on facades visible from streets, parks, or open spaces, except for "Service Streets."
- If an inactive ground floor facade cannot be avoided, limit it to no more than 40' in length, screened with architectural detail, landscaping, or artwork, and locate it to avoid interrupting desirable pedestrian flows and activity.
- Seek to avoid louvers and grilles at ground and second floors. On upper levels, integrate them with the architectural design of the facade.



A series of service doors and ventilation grilles creates an unfriendly streetscape

2.7.3 Ground Floor Residential

Create a lively, safe and welcoming residential street environment with pedestrian oriented lobbies, individual street entrances to ground-floor units, stoops, gardens, bay windows, and other features.

- Design street-level lobbies as the primary entrance for each residential building to serve pedestrians.
- Per the SZD, lobbies within retail facades are limited to 40' or 25% of building frontage. Design all residential lobbies to be open and transparent and limited to 40' or 25% of building frontage.
- Consider awnings over the sidewalk, preferably without supporting poles.
- Articulate lobbies with canopies, decorative landscaping, lighting, and special paving.
- Per the SZD, provide ground floor residential units with individual entrances directly from the sidewalk (in addition to, or in lieu of, internal entrances from building corridors).
- Create a setback zone at ground floor residential units to allow for stoops, porches, gardens and planted areas, bay windows and other features that increase privacy and add scale and detail for pedestrians.
- Locate the ground floor residential floor level no more than 3' above sidewalk to avoid blank lower walls or high stoops.



Ground floor residential windows should have added privacy with a planted setback



NYC AFFORDABLE HOUSING: The Eltona, Bronx



Lobbies should be emphasized with features such as special paving, a canopy, and planters

2.7.4 Parking and Loading Entrances

Parking, loading and other vehicular entrances to buildings interrupt the pedestrian experience and should be mitigated in scale and design.

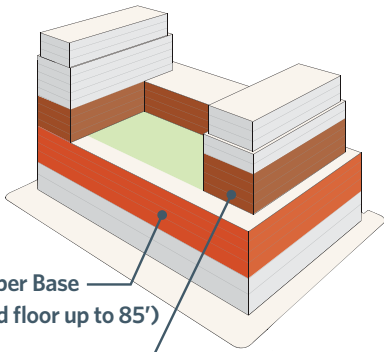
- Loading and curb cuts are limited in location and size per the SZD. Where allowed, minimize the width of parking, loading and other vehicular entrances.
- Avoid clustering multiple vehicular entrances in one area except on "Service Streets."
- Create loading bays that are deep enough to allow docked trucks to be fully concealed within the building and not extend into the sidewalk.
- Use roll-down doors of open mesh design or integrated into the architectural design of the facade.
- Use curb ramps to allow continuity of the sidewalk for pedestrians and to slow vehicles for safety.



2.8 UPPER BASE AND MID-RISE: Variety through Massing and Articulation

OBJECTIVE

Upper base facades define the scale and character of architecture as experienced from the pedestrian point of view, while mid-rise areas continue this character to the roofline as seen against the sky. Upper base massing and articulation is a key factor in creating a sense of variety in a large development, which is particularly important for Willets Point, where height restrictions will create many similar building forms.



Upper Base
(3rd floor up to 85')

Mid-rise
(Above Upper Base up to 120')

QUALITY STANDARDS

2.8.1 Vertical Divisions in the Streetwall

The vertical articulation of Upper Base facades should create a regular rhythm and changing visual experience for pedestrians moving along streets and sidewalks.

- Divide long facades into a series of vertical elements to create scale and rhythm in the streetwall that extends down to street level.
- Define vertical divisions by recesses or projections that break the flat facade into visually separate parts, and create depth and variation of light and shadow.
- Incorporate material or color changes in combination with recesses or projections.
- Relate vertical divisions to the internal building layout and function, such as residential units or retail storefronts.



NYC AFFORDABLE HOUSING: 1825 Atlantic Ave, Brooklyn

2.8.2 Articulation of Corners

Building corners are a key opportunity to define architectural character and improve pedestrian views and are an area for focused use of special materials and/or additional glazing.

- Increase the percentage of glazing and/or size of windows at building corners.
- Articulate corners with recesses or projections which are vertically continuous up the entire height of the facade.
- Emphasize corners through focused use of distinctive materials and changes in material and color from the rest of the facade.



NYC AFFORDABLE HOUSING: The Eltona, Bronx

2.8.3 Variation in Setback Height

Use varied setback heights to counteract the appearance of a flat and continuous parapet line among multiple buildings, and create many opportunities for interesting views and outdoor terraces.

- Vary the height of the first setback both within each building and among multiple buildings within the range permitted by zoning for each street. Avoid long, unbroken parapet/cornice lines.
- Make use of the “dormer” provision in zoning to create vertical extensions of the streetwall above the setback line. Dormers should visually relate to vertical divisions in the facade below.
- Make use of the first setback for occupied terraces to enliven the facade and create outdoor space for residents.



2.8.4 Variation in Mid-rise Rooflines

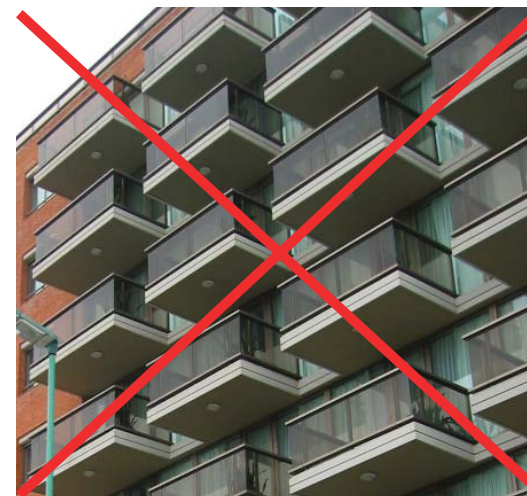
Create mid-rise parapets that define the roofline of the building against the sky, and provide an opportunity to create a varied and sculpted skyline.

- Express vertical articulation and recesses of the mid-rise facade in the roofline.
- Create a varied skyline by using a strong cornice, overhangs, variations in the parapet wall and other features.

2.8.5 Integration of Balconies

Integrate balconies and terraces into the architectural design while providing outdoor space for residents and animating the street.

- Incorporate balconies into the front leading edge of the facade. Balconies should not project beyond the front portion of the facade.
- Avoid fully projecting balconies.
- Integrate railings with other facade materials such as masonry or glass. Avoid metal bar grille railings.



Protruding balconies are discouraged



Balconies should be partially or entirely recessed into the plane of the facade or within a reentrant building corner

2.9 TOWERS: A Varied and Interesting Skyline

OBJECTIVE

A group of towers on the western side of Willets Point will accommodate a dense mix of uses and create a dramatic skyline along 126th Street. With many individual towers in a relatively small zone, each building design will consider its place in the entire composition, with thoughtful variations in color, height, placement, and architectural expression from one building to another, to avoid monotony and create a dynamic and changing skyline seen from near and far.

QUALITY STANDARDS

2.9.1 Variation in Height

Create a varied skyline with towers of different heights from one to the next and throughout the area.

- The towers in Willets Point are in a restricted height zone determined by FAA regulations, with a maximum height of 232' AMSL as set by the PANYNJ.
- Vary tower heights throughout the district and in particular along 126th Street.
- Design a hierarchy within the towers to emphasize key gateways, intersections, and open spaces. See 2.9.4 Priority and Contextual Towers.



Variation in tower height, placement, and color in Vancouver, B.C.

2.9.2 Variation in Tower Placement

In addition to height variation, variety can be achieved by shifting the horizontal locations and alignments of towers from one to the next.

- Along 126th Street, shift towers within each block and from one block to the next, such that some towers are closer to 126th Street and others are set back further from the street.
- Design towers closer to 126th Street to rise without setback where permitted to emphasize their verticality. See also 2.9.4 Priority and Contextual Towers.
- Provide a similar variation in placement in other parts of the site.

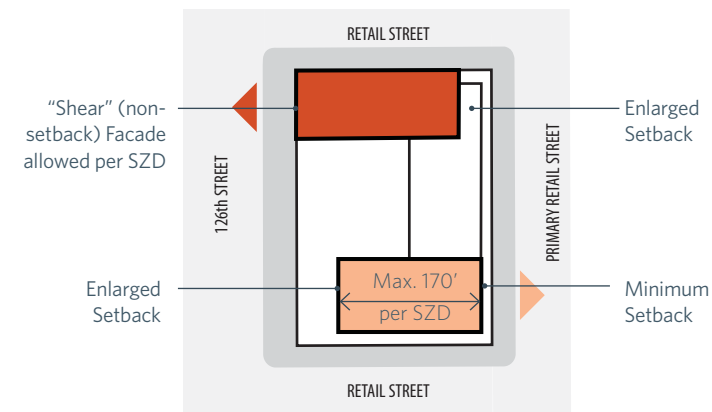


Figure 2. Diagram of tower placement

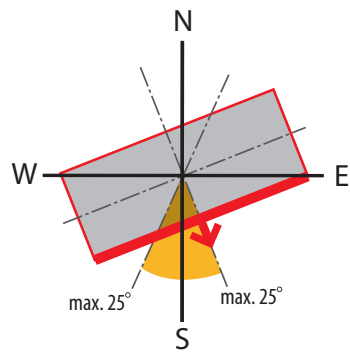
The above image depicts the intent of the design guidelines and is for illustrative purposes only

2.9.3 Solar Orientation

Orient towers optimally to the sun, maximizing energy efficiency and creating opportunities for effective sustainable design.

- Although the SZD requires 75% of residential towers in Willets Point to be oriented lengthwise in an east-west direction such that the long side faces within 25 degrees of geographic south (which aligns with the proposed street grid), design towers at a maximum 15 degree deviation from geographic south for optimal energy efficiency. See Figure 3.
- Once the optimal orientation is attained, design facades with appropriate glazing and shading devices to minimize heat gain and maximize daylighting and energy efficiency.

TOWER ORIENTATION ALLOWED PER SZD



TOWER ORIENTATION RECOMMENDED

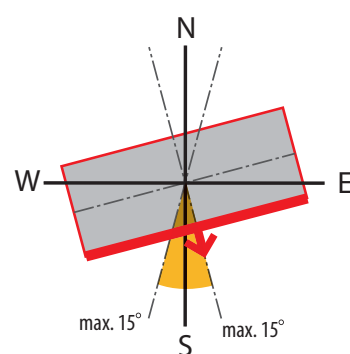


Figure 3. Plan diagram of tower height zone and location of priority towers
The above image depicts the intent of the design guidelines and is for illustrative purposes only

2.9.4 Priority and Contextual Towers

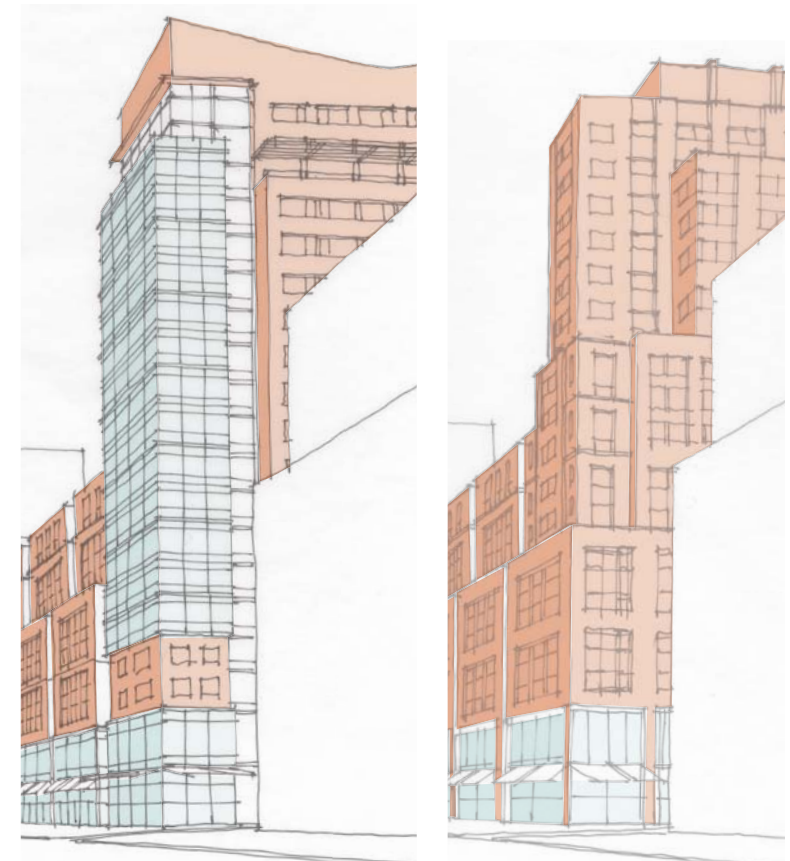
Priority Towers mark gateways, important intersections, and open spaces and emphasize their verticality and prominence. **Contextual Towers** are background elements that are set back from the building base and sculpted to blend into their setting.

PRIORITY TOWERS:

- Design these towers to rise without setback from the ground up through the tower shaft to emphasize verticality.
- Provide higher percentages of glazing and transparency on the prominent facade or most visible corner(s).
- Include architectural articulation and massing that reinforces the verticality of the tower. See Figure 4.
- Per the SZD, these towers are allowed along 126th Street, at gateways to the site, key intersections with Connector Streets, opposite Citi Field, and facing major open spaces. See the SZD for details.

CONTEXTUAL TOWERS:

- These towers are all those that are not Priority Towers.
- Design them to be generally shorter than Priority Towers and to set back farther. See 2.9.2 Variation in Tower Placement.
- Set back these towers from the building base.
- De-emphasize verticality and sculpt the massing with well-defined setbacks to articulate mid-rise and tower portions.
- Design them to integrate visually with building bases, materials and fenestration patterns.



PRIORITY TOWER

CONTEXTUAL TOWER

Figure 4. View of the tower types

The above image depicts the intent of the design guidelines and is for illustrative purposes only

2.9 TOWERS: A Varied and Interesting Skyline

2.9.5 Distinctive Tower Tops

Tower tops, including rooftop equipment enclosures, add sculptural detail to the overall form of towers and create a varied and interesting skyline.

- Per the SZD, the last three floors of any tower may be no more than 80% of the footprint of the floor below.
- This reduced-size tower top can be designed to emphasize the verticality of Priority Towers by continuing the vertical plane of the facade on one or more sides, or to emphasize the sculpted quality of Contextual Towers by being set back on all sides. See Figure 5.
- Provide additional glazing and material and color changes at the tower tops to create variety and interest in the skyline. Consider architectural elements including terraces and illumination to add to the character of the skyline. Tower tops should appear integrated into the overall tower design and not read as a separate element from the tower itself.
- Screen mechanical equipment with enclosures that are fully integrated with the design of the tower top, such that they do not stand out as separate visual elements. Enclosures should be designed to complement or match the materials used for the facades of the tower below.

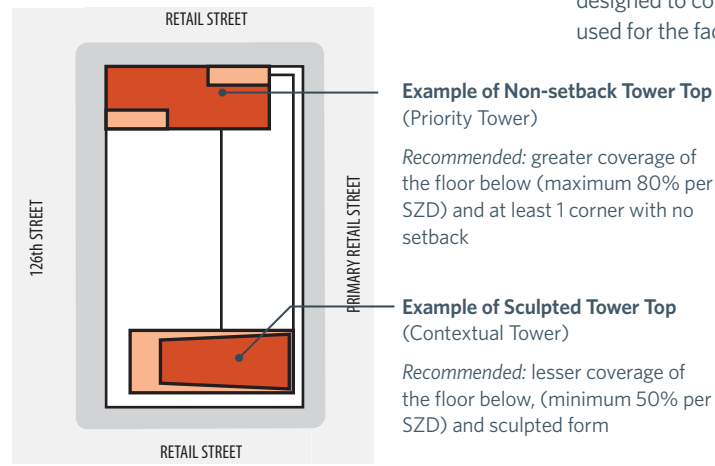


Figure 5. Plan diagram of tower tops

The above image depicts the intent of the design guidelines and is for illustrative purposes only

2.9.6 Non-Residential Towers

Towers in Willets Point may also contain office and hotel uses.

For such towers, in addition to the guidelines proposed here, the previous guideline topics apply: 2.9.1 Variation in Height, 2.9.2 Variation in Tower Placement, and 2.9.4 Distinctive Tower Tops.

OFFICE TOWERS

- It is recommended to limit the maximum size of any office tower located entirely above a height of 120 feet to a gross area of 30,000 square feet per floor.

HOTEL TOWERS

- It is recommended to limit the maximum length of any hotel tower facade located entirely above a height of 120 feet to 170 feet.
- It is recommended to limit the maximum size of any hotel tower located entirely above a height of 120 feet to a gross area of 25,000 square feet per floor.
- All hotel towers should follow the Orientation requirements for residential towers per the SZD, as well as guideline 2.9.3 Solar Orientation.
- Locate hotel towers in areas with high visibility and easy access to transit, public realm amenities and the retail and dining zones of Area A. Proximity to a Convention Center is also desirable for business visitors.



Office Tower



Hotel Tower

2.10 ROOF DESIGN

OBJECTIVE

Consider the roof as the “fifth facade”. Throughout the District roofs provide important architectural statements, open space opportunities for residents, and sustainability strategies.

QUALITY STANDARDS

2.10.1 Occupied Roofs

Design roof courtyard areas as a welcoming and valuable open space amenity for all of the building’s occupants.

- Per the SZD, certain roof areas must be landscaped with not more than 50% covered in hardscape.
- Design the building massing to allow for solar access in the courtyard.
- Provide recreational opportunities for all age groups and occupant characteristics in the buildings.
- Consider activities in the courtyards such as: garden plots, playground, walking/jogging path, shaded and sunny sitting areas with tables and chairs, lounge chairs, and BBQ facilities.
- Screen and separate private terraces within the courtyard from the more public areas.
- Make other roof areas, such as roofs of the mid-rise, available as outdoor space for occupants.
- Include accessible landscaped areas within the courtyard as well as inaccessible garden areas. See also green roof guidelines under 2.10.2 Unoccupied Roofs.
- Design hardscape areas with materials of a high SRI. A LEED credit requires materials with an SRI of at least 78 for low-sloped roofs.



2.10.2 Unoccupied Roofs

Utilize unoccupied roof areas for sustainability features such as green or blue roofs.

- Utilize unoccupied roofs and portions of roofs for sustainability systems, including vegetated areas (for stormwater treatment), solar panels, blue roofs (rooftop stormwater detention), and wind turbines.
- For green roofs, consider Intensive Plantings Systems or Non-Accessible Extensive Plantings Systems.
- Consider connecting green roofs to a street-level LID or bio-swale system to achieve zero water discharge from the roof.
- Use the following minimum soil depth guidelines for green roof systems: Intensive roof systems: 4” sedum, 10” Lawn, 18” shrubs, 30” small trees, 42” for large trees; Extensive roof systems 4” sedum.



2.10.3 Rooftop Mechanical Equipment

Mechanical equipment should be hidden from view by an architectural expressive screen.

- Screen all mechanical equipment and elevator penthouses in a manner that is integrated with the architecture of the building. The screening element should entirely hide equipment from the street.



2.11 WALL AND WINDOW DESIGN

OBJECTIVE

Facade design and construction will determine the long-term sustainability and durability of the development which is adjacent to some of the most notable landmarks of Queens. It will also establish the identity and character of Willets Point from the point of view of both pedestrians and the drivers. Willets Point is a site with “all fronts and no backs” - thus facade design should take into account all sides of each building.

QUALITY STANDARDS

2.11.1 Windows and Glazing

Maximize the transparency of facades to animate the streetwall and provide daylight to interior spaces.

- A minimum of **40% transparency** is encouraged for residential and commercial Upper Base, Mid-rise and Tower facades throughout the district (except as otherwise required by zoning).
- A minimum of **50% transparency** is encouraged for retail facades (except as otherwise required by zoning).
- Avoid mirrored, tinted or colored glazing.
- Transparency recommendations do not apply on Service Streets.
- Provide additional transparency at entrances, corners, or on facades overlooking parks or plazas.
- Windows with at least **20 square feet** of glazing are encouraged.
- Vary the size, shape, and pattern of windows to avoid a repetitive character.
- Make use of windows to emphasize the vertical massing and articulation of facades. See 2.8.1 Vertical Divisions in the Streetwall.



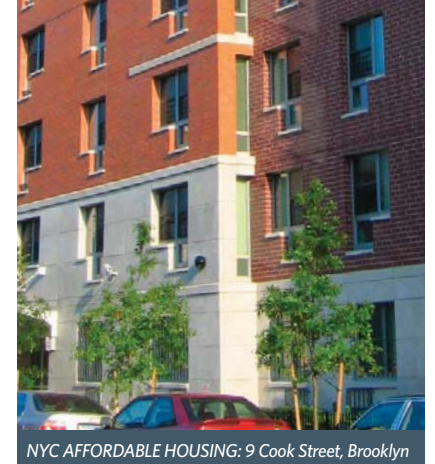
NYC AFFORDABLE HOUSING: Susan's Court, Manhattan



2.11.2 Facade Materials

Choose materials for aesthetics, durability, sustainability and environmental performance. Materials will create warmth, character, human scale and detail for facades, especially at ground level where pedestrians come in direct contact with the facade.

- Use materials such as unit masonry, stone, precast concrete, metal panels excluding aluminum, and glass.
- Avoid materials such as stucco, EIFS (Exterior Insulation Finish Systems), vinyl, fiberglass, aluminum, or molded plastic.
- Choose materials that contribute to high-performance building envelopes that permit new buildings to meet or exceed LEED prerequisites for minimum energy performance.
- Design the building envelope, including windows, to mitigate the impact of noise levels at the site, meeting CEQR interior noise level requirements of between 30 and 37 dB of building attenuation.

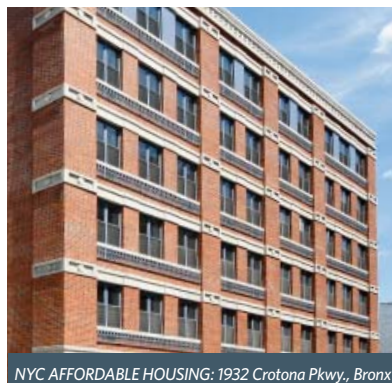


NYC AFFORDABLE HOUSING: 9 Cook Street, Brooklyn

2.11.3 Facade Detailing

Use detail on the facades to create a sense of depth and human scale and avoid large flat expanses. Structural and mechanical elements should be carefully integrated with the design or else concealed.

- Create depth and detail with shallow projections and recesses, pilasters, expression lines and window surrounds, and other details, to add interest and a variety of light, shadow, and texture to an otherwise flat facade.
- Use variations in color and material across the facades. Changes in color and material should not be flat but defined by a reveal, shadow line, recess or projection.
- Avoid exposed concrete slab edges or “eyebrows.” Some slab edges may be concealed or integrated within the design.
- Avoid exposed mechanical systems or louvers for individual A/C units. Make use of centralized mechanical systems to eliminate individual units in the facade when possible.
- If individual mechanical units cannot be avoided, carefully integrate louvers within window panels rather than punched through masonry or other facade materials.
- Detail panelized materials such as masonry, stone, or precast concrete such that joints between panels as well as expansion joints are expressed with a shadow line, reveal, recess or projection that is integrated into the architectural design of the facade.



Detailed facade articulation



Avoid exposed slab edges, and punched A/C units



Integrate A/C units into window the panel system



Avoid “dead” walls on Perimeter Streets



2.11.4 Perimeter Facades

The Willets Point development will be highly visible from surrounding roads, highways, subway lines, and neighborhoods such as Downtown Flushing.

- Treat Perimeter facades as front facades expressing the identity of the district, not as back facades.
- Apply the same material and design standards described throughout this chapter to these facades.
- Design and articulate facade portions below 40’ in height considering the viewpoint of the pedestrian. For facade portions above, also consider the view from elevated positions and from outside the district.
- Include transparency up to 40’ in height and large-scale signage above 40’ on Retail facades. See 2.12.3 *Large-scale Signage*. Design residential facades with articulation and window patterns that are consistent with the other facades of the building.
- Blank walls should be avoided.

2.11.5 Parking Screening

Architectural screening is encouraged at areas where exposed parking is permitted.

- Screening may include architectural features, graphic or sculptural art, or vertical living planting systems. See also 2.3.4 *Green Walls for planting guidelines*.
- All screens should provide an effective visual shield year-round. Screens may be interactive and change with time, weather, sun-light, etc. to create a distinctive look in the daytime and night-time.
- The view of the screened area from the point of view of the pedestrian is a high priority. The view from adjacent buildings or towers should also be considered.



2.12 SIGNAGE DESIGN

OBJECTIVE

Signage throughout the District should be treated as an architectural element, including accessory signs, advertising signs, and spectacular signs where allowed. Spectacular signage along 126th Street will contribute to a vibrant, visually dynamic retail and entertainment area with a distinctive look that adds to the destination quality of the District in both the daytime and nighttime.

QUALITY STANDARDS

2.12.1 Retail District Signage

Signage in the retail district should contribute to an intimate shopping and dining environment.

- Strategically coordinate signage with the setbacks and fenestration patterns to create an animated retail environment across Area A.
- For building facades with 2 stories of retail, locate signage primarily on the ground floor in a horizontal band that is between 10' and 15' from curb level. Above this horizontal band, use signage in the form of vertical projecting blade signs only.
- For building facades with more than 2 stories of retail, locate signage in a zone anywhere between 10' and 40' from the curb level. Design and locate the signage to be in scale with the street or the plaza that it fronts and the overall retail environment of Area A.



2.12.2 Spectacular Signage: 126th Street

Spectacular signage should define an exciting and unique character to the dining and entertainment zone of 126th Street.

- Per the SZD, along 126th Street spectacular signage is allowed between a height of 35' and 85' on the facade, can project 4'-6' from the exterior wall and are otherwise unlimited in size.
- Spectacular signage may be a combination of accessory signage, illuminated and non-illuminated advertising signs with animated lighting schemes and other commercial content.
- Use spectacular signage to screen parking garages that are allowed, per the SZD, to be adjacent to streetwall. Additional screening possibilities include graphic or visual art or live vertical planting systems. See 2.11.5 Parking Screening.
- Use animated spectacular signage opposite Citi Field to both enhance and relate to the signage on the stadium.



2.12.3 Large-scale Signage: Perimeter Anchor Blocks

Signage on the perimeter Anchor Blocks will be highly visible and should be visually compelling and organized on the facade. They should not be billboards.

- Per the SZD, signage in Area A along Roosevelt Avenue and Northern Boulevard is allowed up to a height of 85' and with a maximum surface area of 500 sf.
- Locate signage on multi-story retail and commercial buildings along Roosevelt Avenue and Northern Boulevard.
- On the above-mentioned streets, building facades should be transparent and active up to a height of 40', with the large-scale signage located above.
- Use signage to screen exposed parking garages.
- Organize large-scale signage in a coherent fashion that is integrated into the architecture of the building facade.
- Signage should complement the existing Citi Field signage.
- Signage should not include advertising signage that would be considered prurient.



2.12.4 Residential Neighborhood Signage

The residential neighborhood signage should have an intimate feel and provide accents along the street.

- Use distinctive pedestrian-oriented signage retail establishments in the residential neighborhood, such as vertical banners or flags.
- Strategically locate signage across Area B at corners and other highly-visible locations.



2.12.5 Lighting and Performance

Illuminated signage should be energy efficient and limit light pollution.

- Use energy-efficient lighting and illumination systems, such as LED technology.
- Lighting and illumination should minimize night-time light pollution through effective shielding and orientation.
- Do not use back-light signage. Instead use signs with indirect illumination.

2.13 SPECIAL USE BUILDINGS

OBJECTIVE

Encourage a distinct architectural identity for public buildings and utility infrastructure that maintains the architectural standard of excellence throughout the District and provides public amenities and educational resources for the Willets Point residential community and visitors.

QUALITY STANDARDS

2.13.1 Public Buildings

Public buildings that have school or community facilities should be designed and centrally located to create a visible hub of activity for residents and visitors.

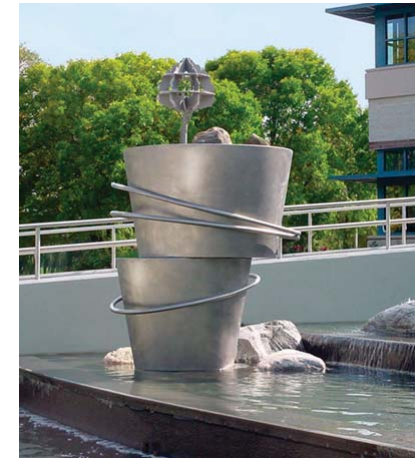
- Considered as a major amenity for the residential community, the public buildings should be located at the heart of the residential area with easy access from all major residential buildings.
- Locate public buildings in proximity to the Neighborhood Park to facilitate access between them.
- Create an architectural identity of the building that is open to the community, inviting, engaging with the outdoors and visually distinctive. Provide a clearly visible and easily accessible entrance for pedestrians.
- Public facilities can be integrated into the base of a mixed-use building or separated as a stand-alone building.



2.13.2 Utility and Service Structures

Utility and service structures, such as a pump station, cogeneration plant, or park house for the Neighborhood Park may be located within the District and should be consistent the high-quality architecture of the District.

- Create infrastructure facilities that are high-performance facilities that contribute to the sustainable goals of Willets Point.
- Locate facilities to allow for flexibility and architectural integration into the district, concealed within other buildings or underground if possible.
- Consider noise, exhaust, lighting and other quality-of-life issues in relation to the residential buildings and public open spaces.
- Design stand-alone structures that provide sustainable infrastructure to have an architecture that outwardly expresses the building's function, rather than be masked behind an unrelated architectural form.
- Present a visually compelling architectural identity and incorporate public amenities, such as educational elements, water features, or sculpture.



Public art can be a strategy for creating a public face to a utility building

2.14 OVERALL DESIGN INTEGRITY

The planning, design and construction of Willets Point will establish a model mixed-use green neighborhood and mixed-income community for New York City. Even if built out over time, the architecture of the District should have a consistent level of quality while also feeling diversified and dynamic, ensuring the development avoids the feeling of a “megaproject.” As described in the previous pages, variety and detail in the facades, materials, and skyline, complemented by green building techniques and a visual expression of sustainability, will create a unique identity for Willets Point. Strong variety and authenticity that feels like a natural part of New York City can be attained through a coherent master plan which is then implemented by multiple architects designing individual buildings. Each building is encouraged to have strong internal coherence and integrity of design, with variety occurring from one building to the next in the classic pattern of city building that has defined New York.

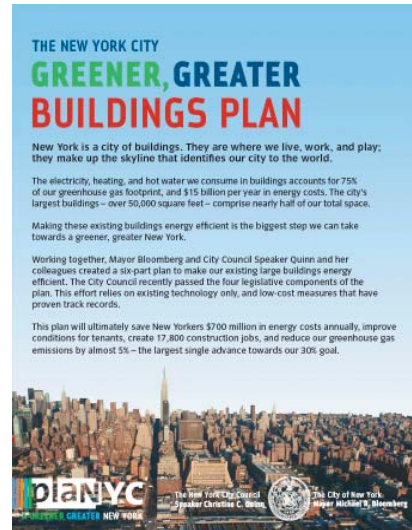
Figure 6. Overall view of Willets Point
The image at right depicts the intent of the design guidelines and is for illustrative purposes only



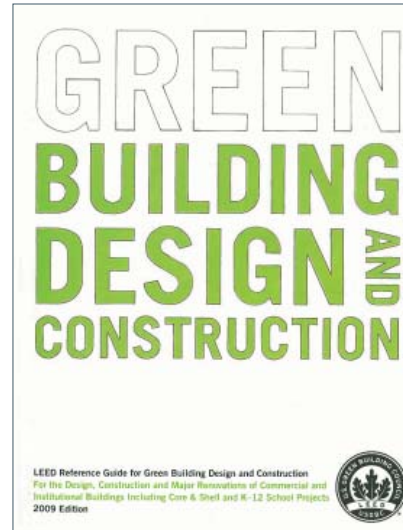
REFERENCE STANDARDS

REFERENCE DOCUMENTS

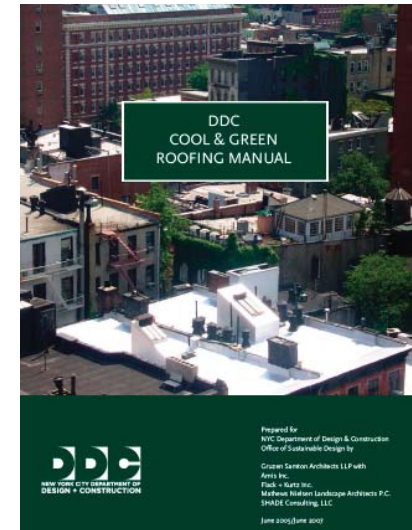
Willets Point is envisioned as an urban development utilizing the latest industry green building innovations and the most current sustainable design recommendations and standards of NYC agencies.



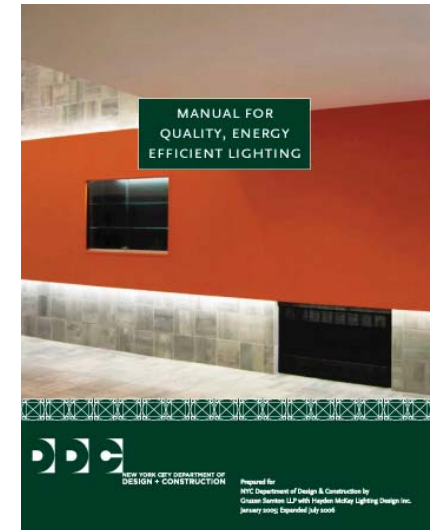
planNYC



USGBC LEED Green Building Design and Construction



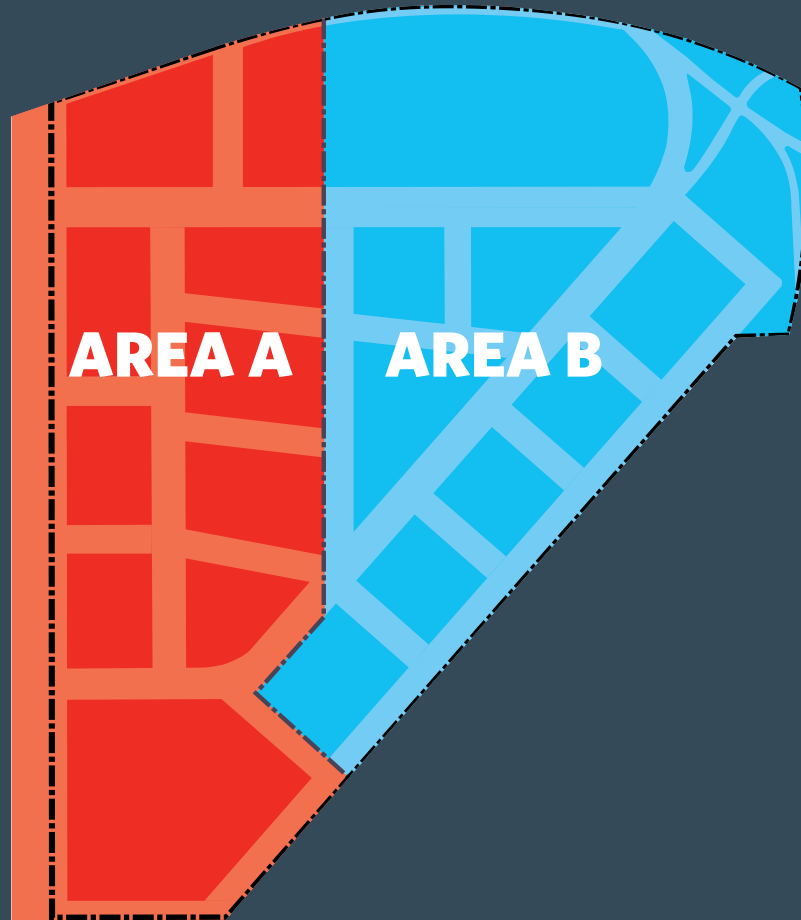
NYC DDC Cool and Green Roofing Manual, June 2005 / June 2007



NYC DDC Manual for Quality, Energy Efficient Lighting, January 2005; Expanded July 2006

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Subarea Design Guidelines

AREA A

66

AREA B

116

Willets Point is envisioned as a sustainable district that comprises a mixed-use entertainment and dining area (Area A) and a quiet residential neighborhood and convention center with regional access (Area B).

3. Subarea Design Guidelines:

AREA A

Area A guidelines are organized into the following subsections:

3.1	126TH STREET	69
3.2	RETAIL STREETS	83
3.3	ANCHOR BLOCKS	91
3.4	CONNECTOR STREETS	105



Area A is envisioned as a sustainable, pedestrian-oriented, mixed-use, 24-hour destination with immediate subway access that brings local residents and regional visitors to a diverse mix of retail, entertainment and dining establishments enlivened by festive public spaces.

Situated primarily outside of the restricted height zone, Area A is imagined as an urban redevelopment with iconic high-quality architecture and a highly visible varied skyline that defines a memorable character for Willets Point.

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126th Street

126th Street forms an iconic destination and gateway for Willets Point. A dining, entertainment and retail district complements Citi Field and defines a strong identity with dramatic architecture and spectacular signage. A “Linear Plaza” creates spaces for outdoor dining and gathering and mitigates the floodplain.

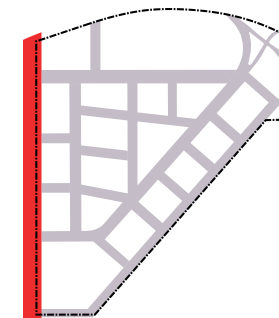


Figure 1. Diagram of 126th Street

The image at left depicts the intent of the design guidelines and is for illustrative purposes only

3.1 126TH STREET Overview

THE FACE OF THE DISTRICT

126th Street will be the iconic gateway and first impression of Willets Point for many visitors. It is envisioned as a major regional public destination that includes a Linear Plaza along the entire length of 126th Street connecting Flushing Meadows Corona Park to the Flushing Bay and mixed-use development with a strong street-level focus on dining and entertainment establishments. This development can both leverage the presence of Citi Field patrons and also provide attractions year-round on non-game days.

The Linear Plaza is not only a major public space that enhances the retail district but also a means of creating a graceful grade change between the existing grade of 126th Street and the elevated ground floors which must be built above the FEMA 100-year flood elevation.

126th Street will be divided into at least five building parcels due to intersection locations required by the SZD intended to create a walkable district. At both ends of the street, “anchor” parcels form gateways that are visible from the elevated subway line and the Whitestone Expressway. A Two-Block Core opposite Citi Field can become a focal point for 126th Street.

All elevation grades in this document are in feet NGVD29 with a FEMA 100yr floodplain of 14 feet NGVD29.

THE CORE OF 126TH STREET

The “Two-Block Core” opposite Citi Field is the highlight of 126th Street and should be distinctively expressed in both the streetscape and architecture to create a cohesive urban space relating to the stadium.

These two blocks create a central hub of dining and entertainment uses that builds on a direct relationship to the stadium, creating an “urban room”. The buildings are allowed additional setbacks in order to create second-floor dining terraces overlooking the stadium entrance. The streetscape on these two blocks relates to the stadium and creates spaces for outdoor dining and gathering. See Figures 2 and 3.

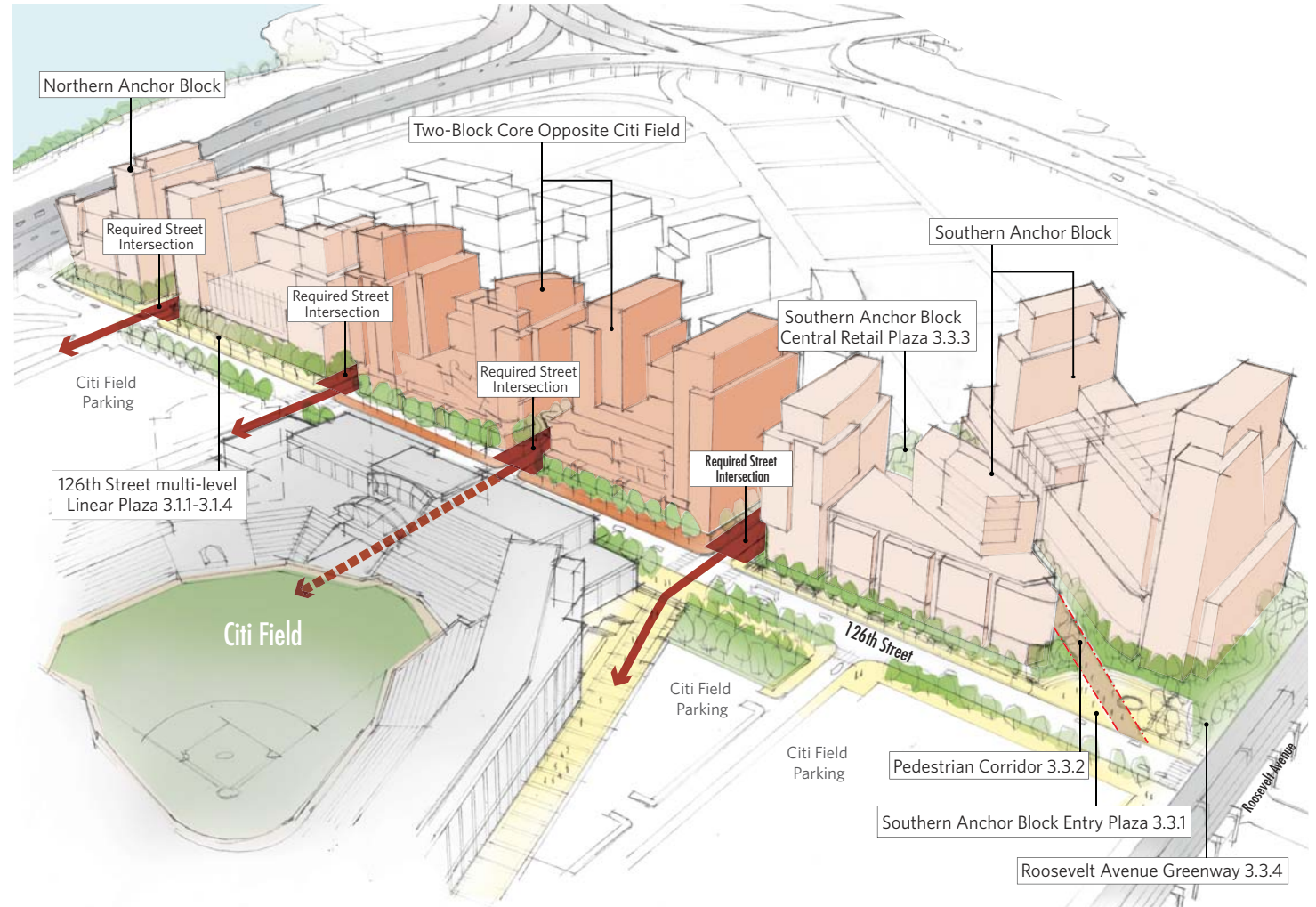
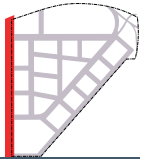


Figure 2. Diagrammatic Isometric View of 126th Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only



PUBLIC REALM GUIDELINES

See pages 78–79 for details.

The unique streetscape of 126th Street transforms the potential negative condition of a grade change for flood protection into a positive – by creating a split-level Lower Sidewalk and Upper Linear Plaza.

- 3.1.1 Lower Sidewalk: Part of the NYC Public Street System**
- 3.1.2 Transition Zone: Graceful Grade Change**
- 3.1.3 Upper Zone: Outdoor Dining, Shopping and Strolling**
- 3.1.4 Open and Inviting Corner Treatments**

ARCHITECTURAL GUIDELINES

See pages 80–91 for details.

The mixed-use buildings of 126th Street are intended to have destination entertainment, dining and retail uses catering to both day-time and night-time visitors with residential and commercial towers above. Upper Base facades are enlivened by spectacular signage or art installations, above which towers frame gateways into the site and define a dynamic skyline for the district.

- 3.1.5 Two-Block Core Opposite Citi Field**
- 3.1.6 Emphasize Verticality of Towers**
- 3.1.7 Respond to Citi Field Massing**
- 3.1.8 Gateways at Connector Streets**
- 3.1.9 Spectacular Facade Features that Screen Parking**

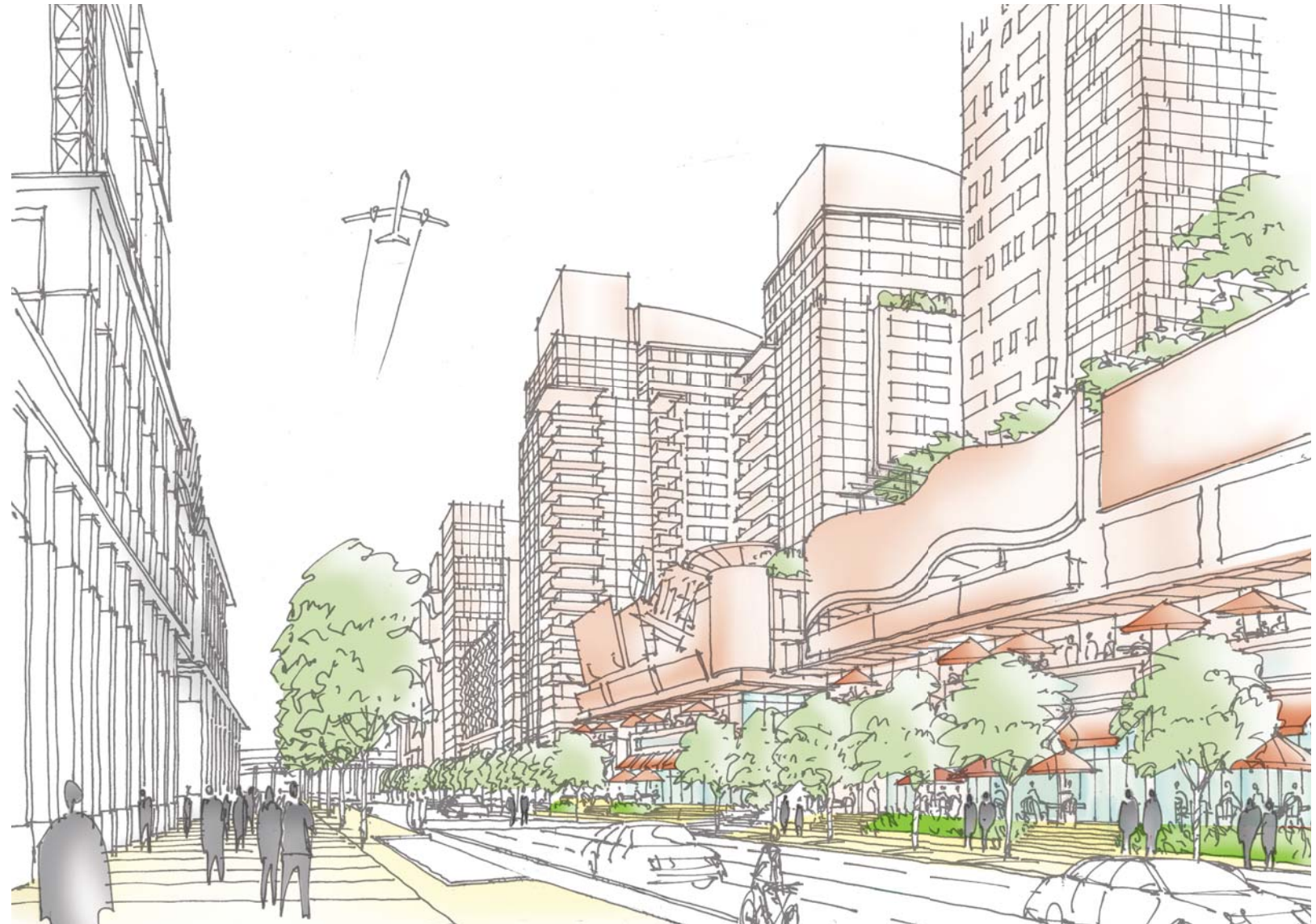


Figure 3. Illustrative view depicting the streetscape and the architectural expression of the buildings on the Two-Block Core opposite Citi Field
The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.1 126TH STREET

THE 126TH STREET LINEAR PLAZA

126th Street will have a unique streetscape character resulting from its unusual physical design requirements. As shown in *Figure 5*, while the existing street elevations range from approximately 10' to 13' above mean sea level (AMSL), the ground floor entrances to new buildings are suggested to be built above the FEMA 100-year flood plain elevation of +14.0' AMSL. This results in a height difference ranging from approximately 1' to 4' between the sidewalk and the new building ground floors. At Citi Field, the ground floor retail spaces use flood gates and are accessed directly at the grade of 126th Street while the playing field is raised and accessed through a series of steps and other means.

To accommodate this difference in grades, and ensure that retail tenants will be successful with sufficient visibility and street access, the SZD requires a setback of new buildings from the existing curb. This setback allows for a potential split-level pedestrian plaza that creates a graceful grade change and provide ample public areas fronting retail establishments. At the lower level, a New York City sidewalk runs consistently along the curb. Since the Willets Point property line is actually at the existing curb line, the entire sidewalk lies within the Willets Point development area. See *Figure 5*.

COMPONENTS OF THE LINEAR PLAZA

Type 1: Linear Landscape

Linear Landscape is a streetscape character defined by long stretches of landscape. It is envisioned as a split-level pedestrian open space and is the predominant character along 126th Street. Primarily fronting retail establishments, the Linear Landscape should facilitate access to storefronts, provide a clear walkway, seating areas and potential sustainable stormwater management. See *Figure 4*.

Type 2: Two-Block Core

The Two-Block Core opposite Citi Field creates the focal point for the Linear Plaza along 126th Street. While still following New York City standards, the streetscape should create a well-defined "urban room" that relates to the stadium streetscape across the street. Primarily fronting restaurants and entertainment venues, these blocks should be primarily hardscape with formal and informal outdoor seating with pockets of landscape. See *Figure 4*.

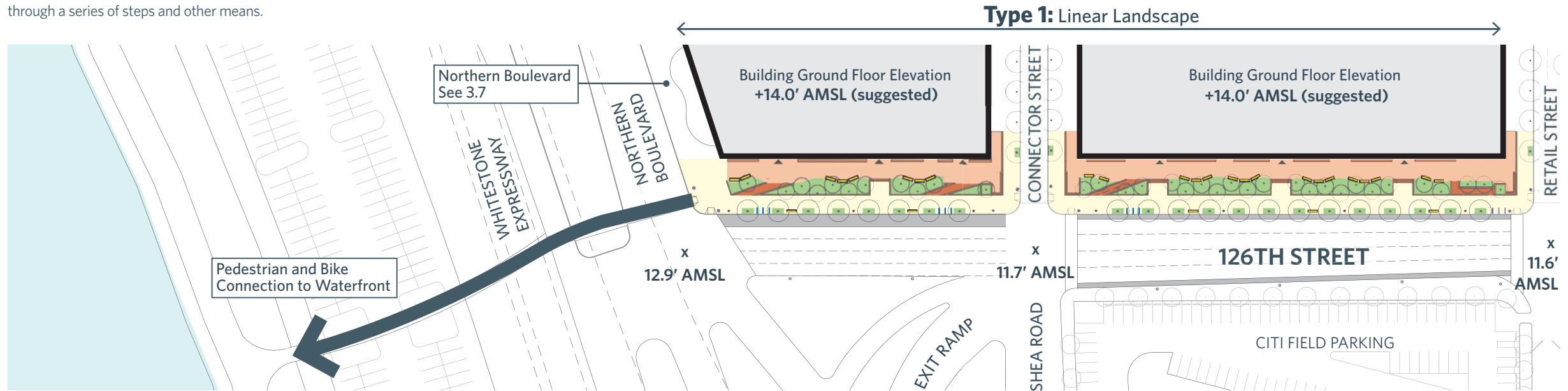


Figure 4. Plan of 126th Street depicting the two components of the Linear Plaza along 126th Street
 The above image depicts the intent of the design guidelines and is for illustrative purposes only

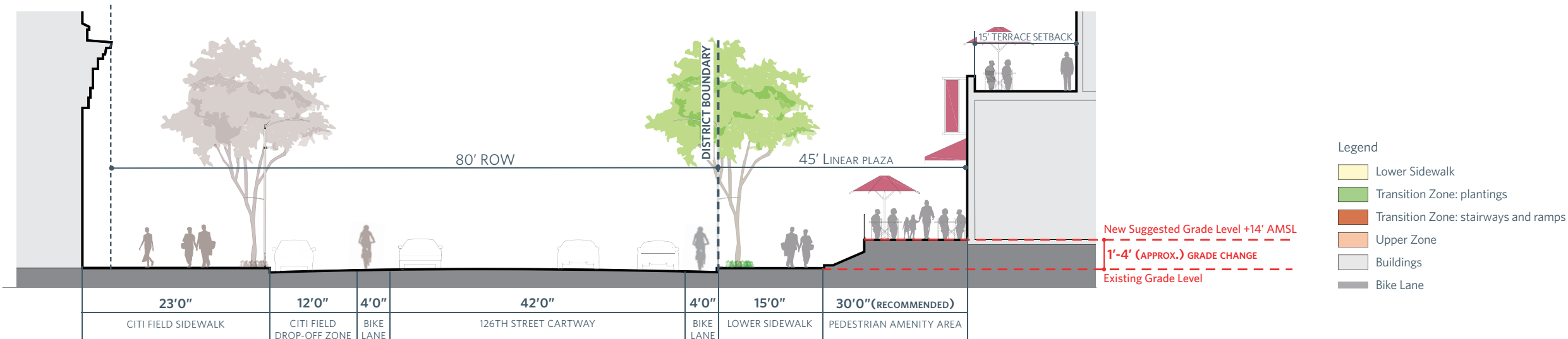
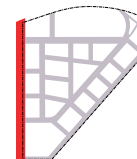
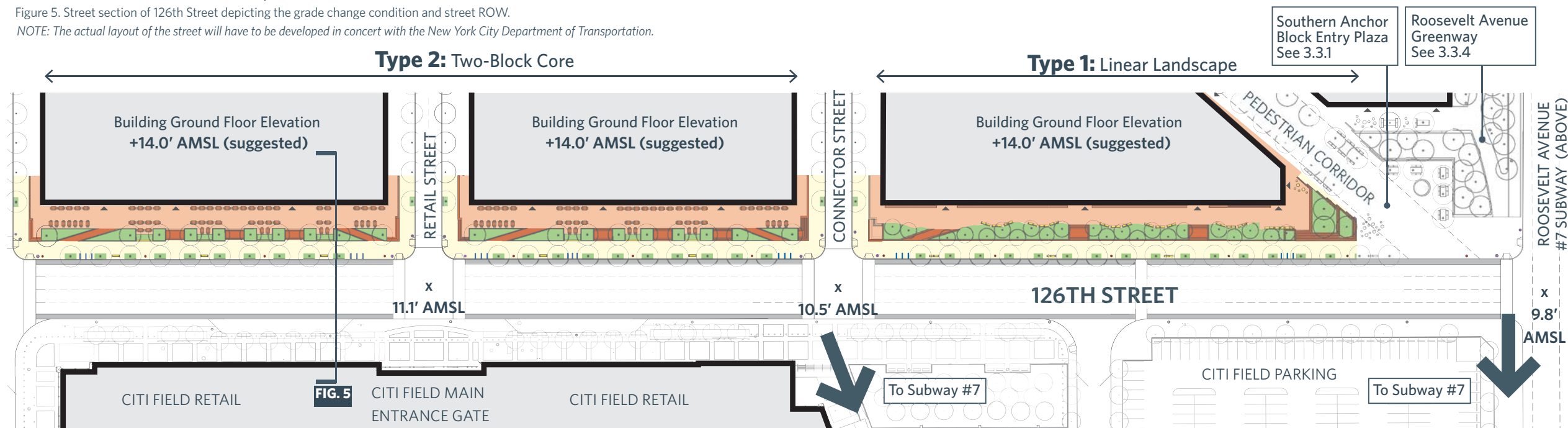


Figure 5. Street section of 126th Street depicting the grade change condition and street ROW.
 NOTE: The actual layout of the street will have to be developed in concert with the New York City Department of Transportation.



3.1 126TH STREET

LINEAR PLAZA — LOWER SIDEWALK

Type 1: Linear Landscape

View of the Lower Sidewalk

Legend

- Lower Sidewalk
- Transition Zone: plantings
- Transition Zone: stairways and ramps
- Retail Entrance



Include sloping, naturalistic landscapes with native plantings and potential stormwater management features in the Transition Zone

Create graceful monumental steps to encounter grade change

Include native plantings and potential stormwater management features in the tree pits

Design the Lower Sidewalk as part of the NYC public street system

Figure 6. Type 1 Linear Landscapes: Illustrative sketch depicting the lower sidewalk and transition treatments
The above image depicts the intent of the design guidelines and is for illustrative purposes only

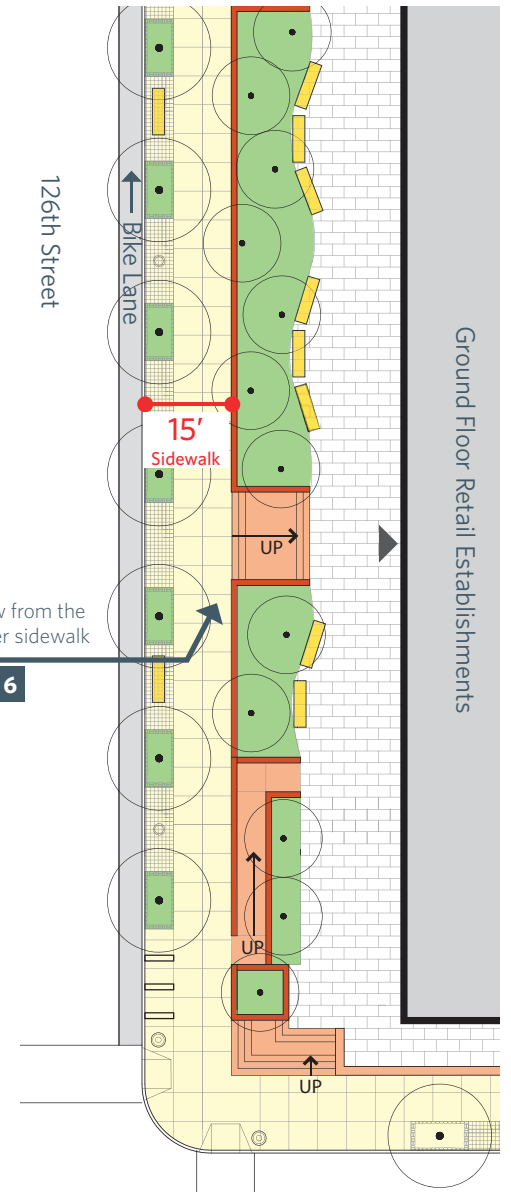


Fig. 6



Figure 7. Type 1 Linear Landscape Lower Sidewalk and Transition Zone



LINEAR PLAZA — LOWER SIDEWALK

Type 2: Two-Block Core

View of the Lower Sidewalk

Legend

- Lower Sidewalk
- Transition Zone: plantings
- Transition Zone: stairways and ramps
- Retail Entrance

Potential second-floor dining terraces that relate to the stadium

Design frequent stair systems that can function as informal seating

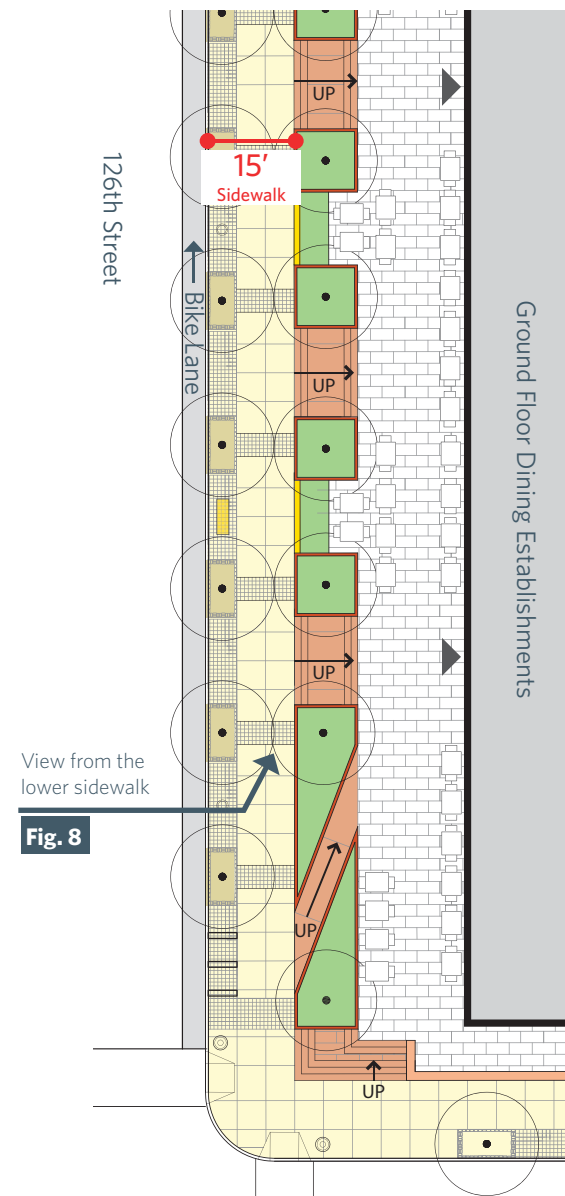
Include seat walls at the edges of planted areas to encourage social seating in the Transition Zone

Follow standard NYCDPR designs for tree pits

Design the Lower Sidewalk system as part of the NYC public street with design features to highlight the Two-Block Core



Figure 8. Two-Block Core: Illustrative sketch depicting the lower sidewalk and transition treatments
The above image depicts the intent of the design guidelines and is for illustrative purposes only



View from the lower sidewalk

Fig. 8



Figure 9. Two-Block Core Lower Sidewalk and Transition Zone

3.1 126TH STREET

LINEAR PLAZA — UPPER ZONE Type 1: Linear Landscape

View of the Upper Zone

Legend

- Transition Zone: plantings
- Upper Zone
- Retail Entrance



Include green areas that undulate in form providing a variety of spaces and edge conditions in the Upper Zone

Create social seating nodes at the edge of the planted area

Provide clear pedestrian movement areas adjacent to the retail establishments to allow for ease in shopping and strolling

Demarcate a zone in front of the retail streetwall, used for outdoor merchandise displays

Figure 10. Type 1 Linear Landscapes: Illustrative sketch depicting the Upper Zone
The above image depicts the intent of the design guidelines and is for illustrative purposes only

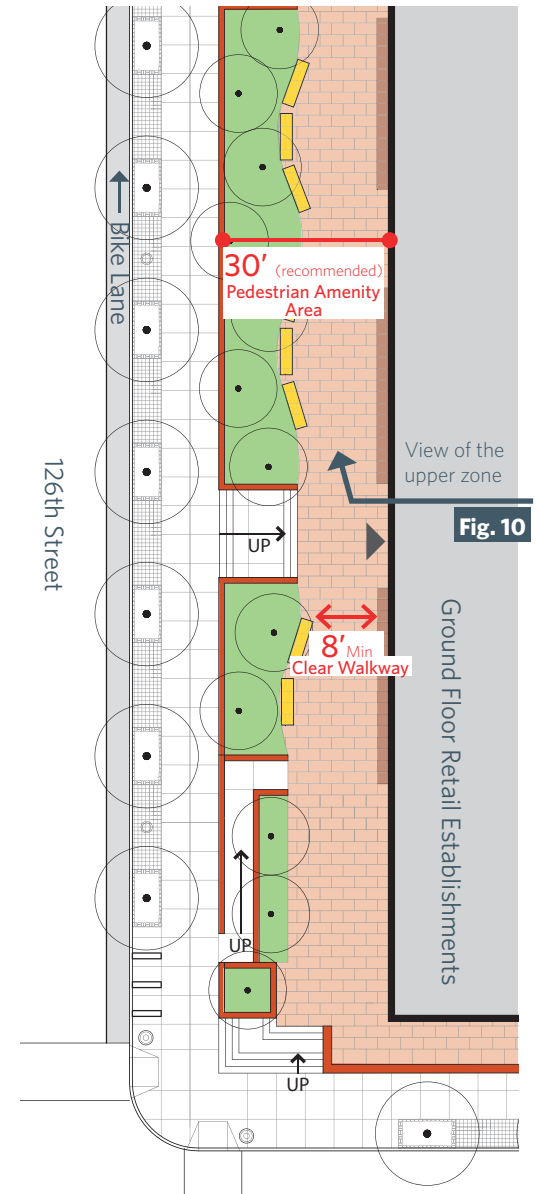


Figure 11. Type 1 Linear Landscape Transition and Upper Zone plan

Fig. 10

LINEAR PLAZA — UPPER ZONE Type 2: Two-Block Core

View of the Upper Zone

Legend

- Transition Zone: plantings
- Upper Zone
- Retail Entrance



Allow for clear and continuous pedestrian walkways within the outdoor dining areas

Locate plantings on the Upper Zone in regular intervals to define niches for outdoor dining

Demarcate a zone in front of the retail streetwall, used for outdoor merchandise displays

Figure 12. Type 2 Two-Block Core: Illustrative sketch depicting the Upper Zone
The above image depicts the intent of the design guidelines and is for illustrative purposes only

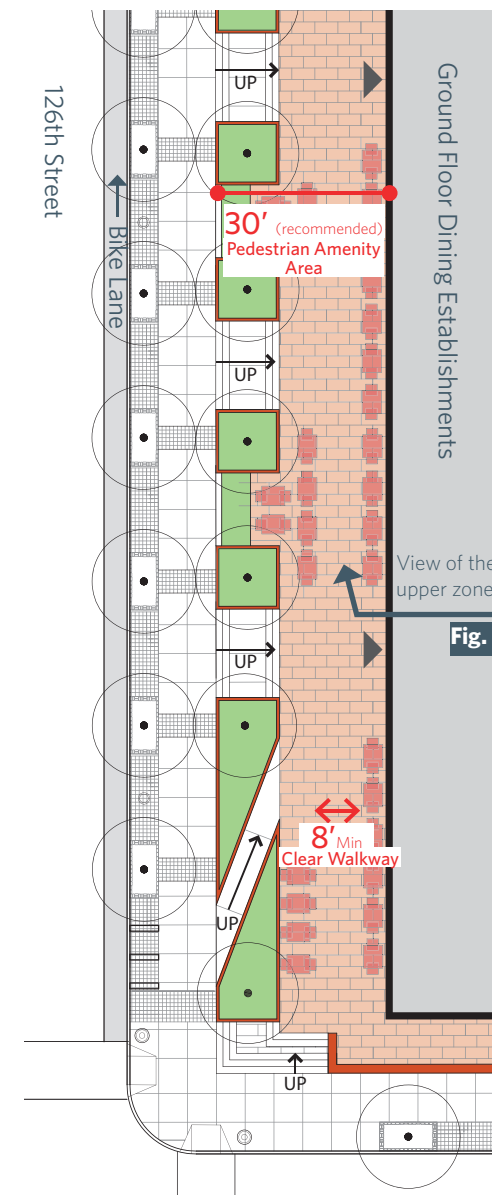


Fig. 12



Figure 13. Two-Block Core Transition and Upper Zone Plan

3.1 126TH STREET Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.1.1 Lower Sidewalk: Part of the NYC Public Street System

Although located inside of the property line of Willets Point, the Lower Sidewalk should form a seamless and continuous pedestrian link between all adjacent areas outside of the district. They should be reflective of the vocabulary and appearance of a typical NYC public street.

- Design and locate streetscape elements to permit access between the curb and street at least once at every tree interval. See *Figure 14*.
- Align access between the roadway and Lower Sidewalk with Upper Zone access points and storefront entries to create direct access between the roadway and the storefront entries. See *Figure 14*.
- Coordinate landscaping between Lower Sidewalk tree pits and planting beds in Transition Zone and Upper Zone.



The lower sidewalk should look and feel like a high-quality New York City public sidewalk

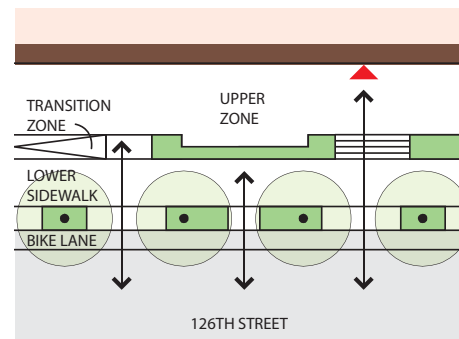


Figure 14. Diagram of access points between the roadway, Lower Sidewalk, Upper Zone and storefront entries.

3.1.2 Transition Zone: Graceful Grade Change

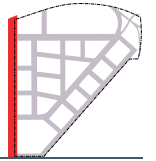
The Transition Zone refers to the grade change zone of the area called the “Pedestrian Amenity Area” in the SZD. The transition between the Lower Sidewalk and the Upper Zone should include landscaping, promote movement between the levels and provide informal seating and gathering areas.

- Include stairs, ramps, seating walls, terraced plantings, and possibly public art in the Transition Zone. See *Figures 6–9*.
- Per the SZD, Transition Zones that are a part of the 20’-35’ wide “Pedestrian Amenity Area” must include a minimum of two ADA-compliant ramps on each block.
- Coordinate the Transition Zone with outdoor seating on the Upper Zone and provide easy and immediate access to each retail establishment.
- Incorporate social seating nodes and generous open stair systems into the Transition Zone.
- Avoid plinth walls over 18” in height. Walls can be softened by terracing and landscape.
- It is recommended that 50% of the Transition Zone be green.
- 1 tree per 40 linear feet is recommended, grouped in massings or naturally arranged, in the Transition Zone or the Upper Zone.

Note: All Publicly Accessible Open Space Requirements per SZD are applicable.



Transition treatments include stairs and terraced plantings that might be used for seating



3.1.3 Upper Zone: Outdoor Dining, Shopping and Strolling

The Upper Zone refers to the upper walkway of the area called the “Pedestrian Amenity Area” in the SZD. The design of this zone is vital to the viability of retail.

- In order to give the Linear Plaza a unique character, consider using a distinctive palette of streetscape furniture, lighting, paving, and other elements here, as compared to the more standard NYC palette suggested for the Lower Sidewalk.
- Incorporate social seating areas into the Upper Zone.
- Design areas of cafe dining to allow for continuous pedestrian movement along the Upper Zone walkway.
- Per the SZD, the pedestrian circulation space at the Upper Zone is required to be a minimum of 5' wide; however at least 8' wide is recommended.

- Design planted areas to undulate in form providing a variety of spaces.
- 1 tree per 40 linear feet is recommended, grouped in massings or naturally arranged, in the Transition Zone or the Upper Zone.
- Provide shaded seating at the Upper Zone.

Note: All Publicly Accessible Open Space Requirements per SZD are applicable.



Walkway for shopping, Chicago



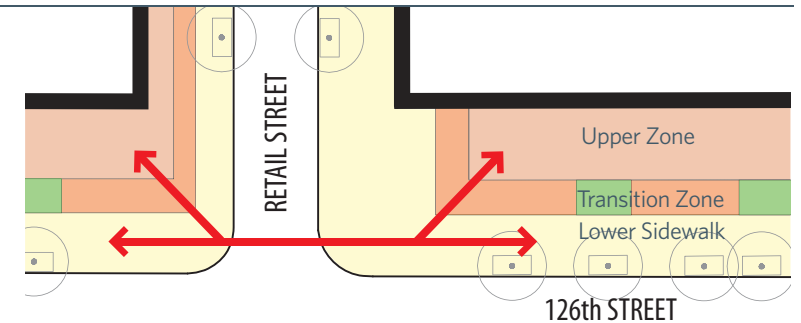
Walkway for dining, Miami

3.1.4 Open and Inviting Corner Treatments

Corners facilitate the movement of people between blocks and between the upper and lower levels and should be designed to create strong physical and visual connections.

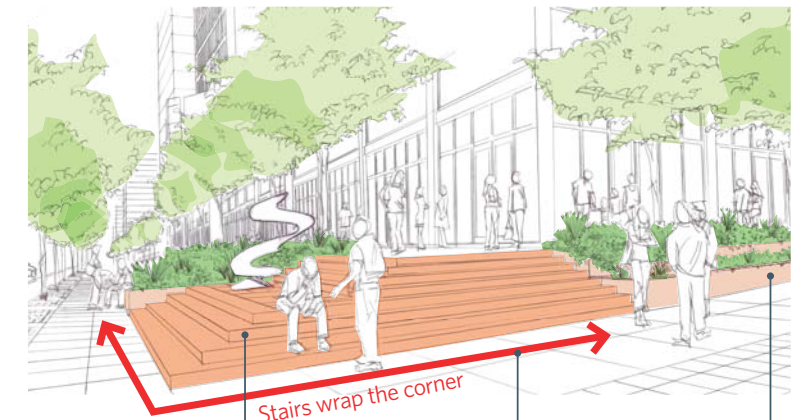
- Consider including public art and social seating at corners, especially at the intersections of highly visible, important streets.
- Design corner treatments to maximize access between the lower and upper levels. For example, stairs that wrap the corner or stairs that are pulled away from the corner allowing the retail to reach the lower level, are two possible configurations. See Figure 15.
- Avoid plinth walls and plantings that restrict movement. See Figure 16.
- Coordinate corner treatments with storefronts and outdoor seating on the Upper Zone.

Note: All Publicly Accessible Open Space Requirements per SZD are applicable.



Design corners to provide easy access between the Lower Sidewalk and the Upper Zone and facilitate a continuous path along the Lower Sidewalk

PREFERRED CORNER TREATMENT:



Provide open stairs that function as informal seating at corners

Design corners to allow for easy movement between the upper and lower levels

Avoid plinth walls by treating them with plantings, water features, terraces, or benches

Figure 15. Open and inviting corners with steps designed as informal seating areas
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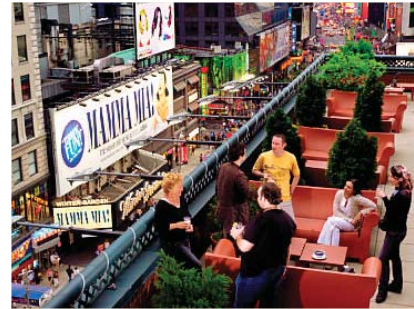
3.1 126TH STREET Architectural Guidelines

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.1.5 Two-Block Core Opposite Citi Field

The Two-Block Core opposite Citi Field is the only area of 126th Street with retail on both sides. In concert with stadium retail, it creates the focal point for 126th Street.

- Locate destination dining and entertainment establishments such as restaurants, live music venues, bars, and clubs with outdoor seating, to face restaurants within the Citi Field building. See Figure 16.
- As allowed in the SZD, there is an opportunity on these two blocks to provide an additional setback with a minimum depth of 15' on the second floor to encourage eating and drinking establishments to have outdoor seating terraces overlooking 126th street and the stadium. See Figure 16.
- To further define this Two-Block Core, align Priority Towers with the northern and the southern edges of the stadium building, to spatially define an "urban room". See Figure 17.



Active upper level restaurant terraces engage and add to the vibrant character of the street

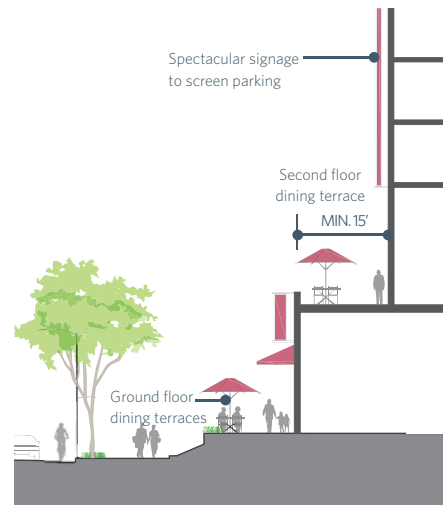


Figure 16. Section depicting the second floor dining terrace setback on the two block core opposite Citi Field

3.1.6 Respond to Citi Field Massing

The buildings along 126th Street should respond to the heights established by Citi Field. See Figure 17.

- Design the base heights of buildings along 126th Street to relate to the base portion of the Citi Field building that is approximately 85'.
- The maximum allowable height of towers (+232' AMSL) is determined by the top of the score board of the stadium, per FAA and PANYNJ regulations.

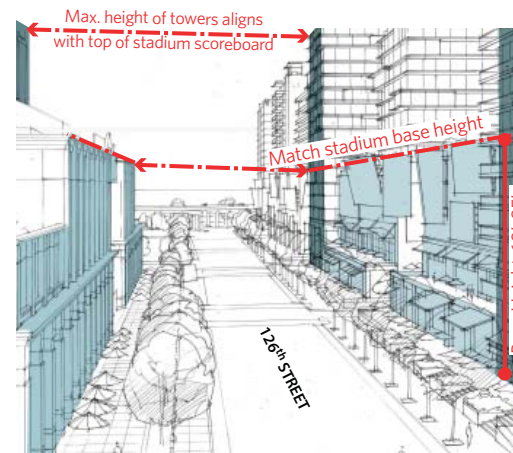


Figure 17. Buildings along 126th Street should respond to the massing of the Citi Field Stadium

3.1.7 Gateways at Connector Streets

Architecture can create gateways at the intersections of 126th Street and Connector Streets to demarcate major entries into Willets Point. See Figure 18.

- Locate Priority Towers in these locations to frame these intersections.
- Consider using architectural strategies such as glazing, facade articulation and distinctive materials to emphasize the corners of the buildings.

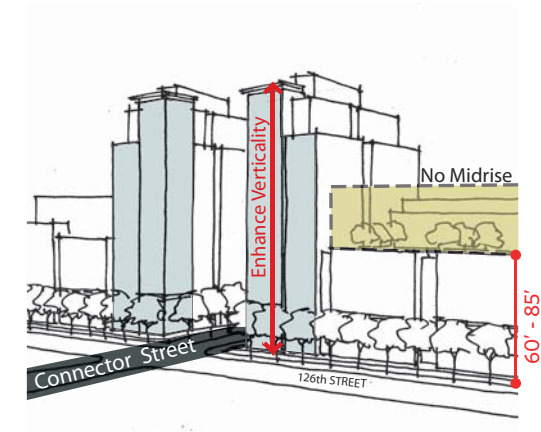
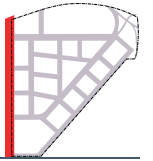


Figure 18. Buildings along 126th Street should avoid mid-rise portions to accentuate verticality of towers and highlight the Connector Street gateways



3.1.8 Emphasize Verticality of Towers

Towers on 126th Street should be designed to emphasize their verticality.

- To achieve this, it is preferred that there is no mid-rise portion of buildings along the block front parallel to 126th Street. See *Figure 18*.
- Design the architecture of the towers to clearly emphasize verticality in their massing and materiality. Consider additional glazing at corners, especially on highly visible towers.
- Setback tower tops, per the SZD, in a manner that emphasizes the vertical expression.

3.1.9 Spectacular Facade Features that Screen Parking

Per the SZD, all buildings along 126th Street except for those on Anchor Blocks are permitted to have parking garages between a height of 35' and 85' at the streetwall which must be concealed with signage, art, or vertical landscape elements. See *Figure 19*.

For further details, see *Chapter 2 Design Quality Standards: Architecture*.

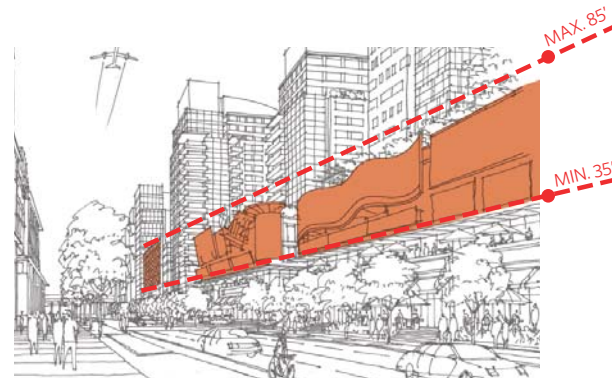


Figure 19. Solutions for screening parking along 126th Street include signage, facade art and green walls

PREFERRED SCREENING OPTIONS:

GREEN WALLS



SPECTACULAR SIGNAGE



ART & LIGHTING



The possibilities for screening the parking should be creative and make distinctive use of materials, lighting, landscape, and other media, contributing to a unique, dynamic, and innovative urban space

3.1 126TH STREET

ENHANCEMENT OPPORTUNITY

The “Urban Room”

Although outside of the district boundary, there is an opportunity to create a unified outdoor urban space between the Two-Block Core and the Citi Field stadium. This “urban room” can be achieved through the use of gateways, banners or lighting that spans the roadway to frame the space and connect the two sides of the street. In addition, distinct paving within the roadway and crosswalks can be used to demarcate this two block zone and create a pedestrian-oriented street.



Artistic lighting over the street can unify a streetscape

Retail Streets

The Retail Streets create an urban, pedestrian-oriented, outdoor shopping and mixed-use environment at the core of Willets Point. They accommodate a large amount of retail in a walkable street setting, forming part of the urban fabric of Queens and New York City. Mixed-use towers above retail and concealed parking create a 24-7 vitality for the district.

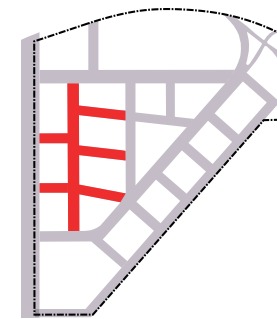


Figure 1. Diagram of the Retail Streets

The image at left depicts the intent of the design guidelines and is for illustrative purposes only

3.2 RETAIL STREETS Overview

PEDESTRIAN-ORIENTED RETAIL STREETS

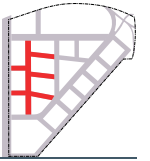
The street grid is centered around the north-south Primary Retail Street with east-west Retail Streets providing connections to 126th Street and the residential neighborhood. The Retail Streets should serve primarily retail district traffic with ample on-street parking to provide visibility and access to retail while maintaining a pedestrian-oriented space. A planted median is allowed per the SZD on the Primary Retail Street that, if provided, will define a unique and memorable character to the street.



Examples of vibrant and successful Retail Streets in mixed-use neighborhoods include SoHo, New York (left) and Portland, Oregon (right)



Figure 2. Diagram of the Retail Streets
The above image depicts the intent of the design guidelines and is for illustrative purposes only



PUBLIC REALM GUIDELINES

See pages 88-89 for details.

The Retail Streets create an intimately-scaled pedestrian-oriented environment for strolling, shopping, and dining.

3.2.1 Sidewalk Furnishing Area for Retail Streets

3.2.2 Storefront Activity Area

3.2.3 Pedestrian Amenity Zone

3.2.4 Pedestrian-Oriented Intersections and Crossings

3.2.5 Planted Median

ARCHITECTURAL GUIDELINES

See page 90 for details.

Buildings on Retail Streets contribute to a mixed-use environment with active retail storefronts and residential and commercial uses above.

3.2.6 Active Retail Lower Base

3.2.7 Upper Base Creates Consistent Streetwall

3.2.8 Mid-rise Articulated from Upper Base

3.2.9 Towers Setback from Mid-rise

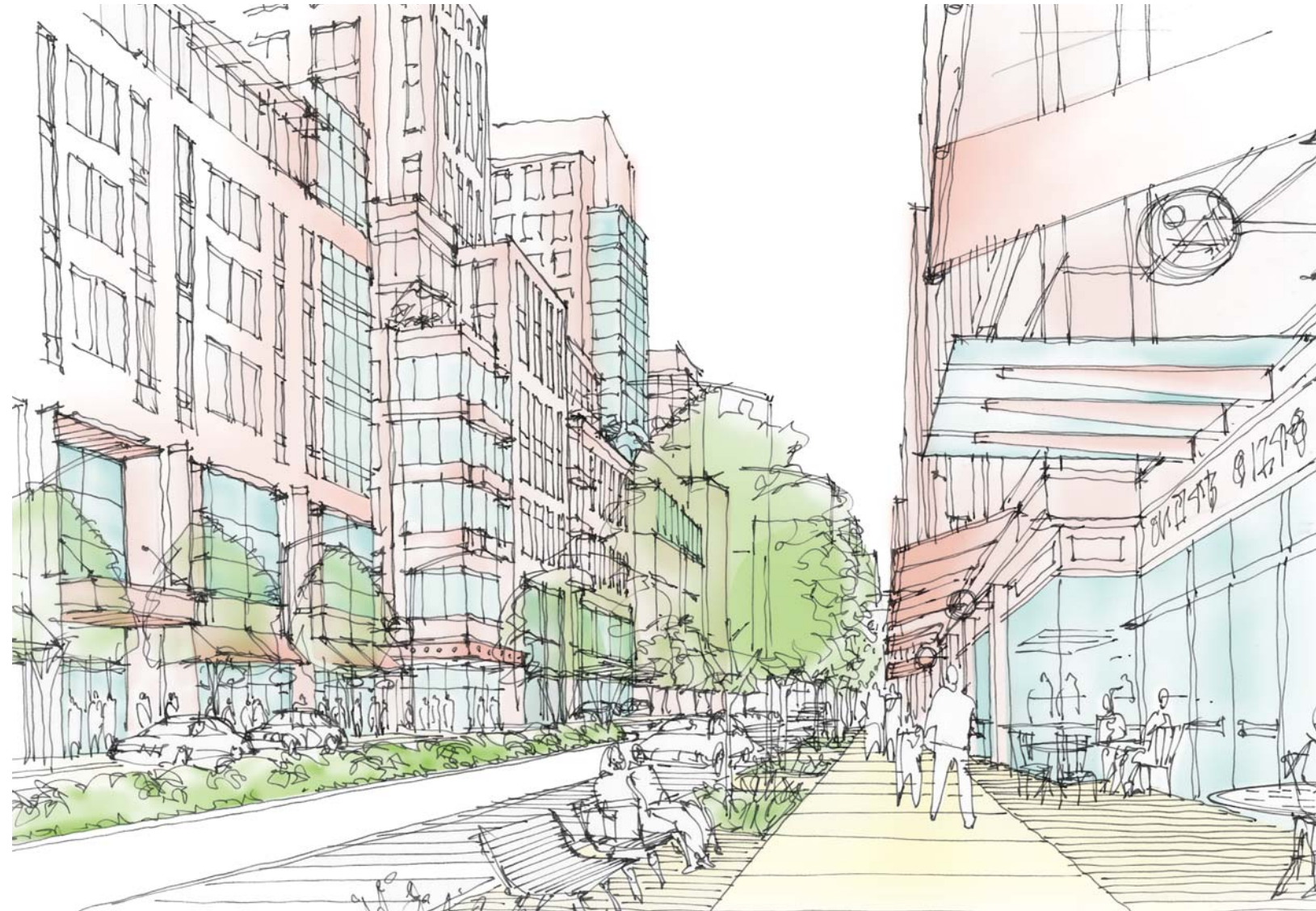


Figure 3. Illustrative rendering of the Primary Retail Street

The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.2 RETAIL STREETS

PRIMARY RETAIL STREET

The Primary Retail Street is parallel to 126th Street and is the heart of the retail district. It is a two-sided retail street and is terminated at its northern and southern ends by Anchor Blocks. The pedestrian-oriented street supports a mixture of retail including medium and small stores, boutiques, restaurants, and convenience retail. Multiple storefronts per block front are encouraged.

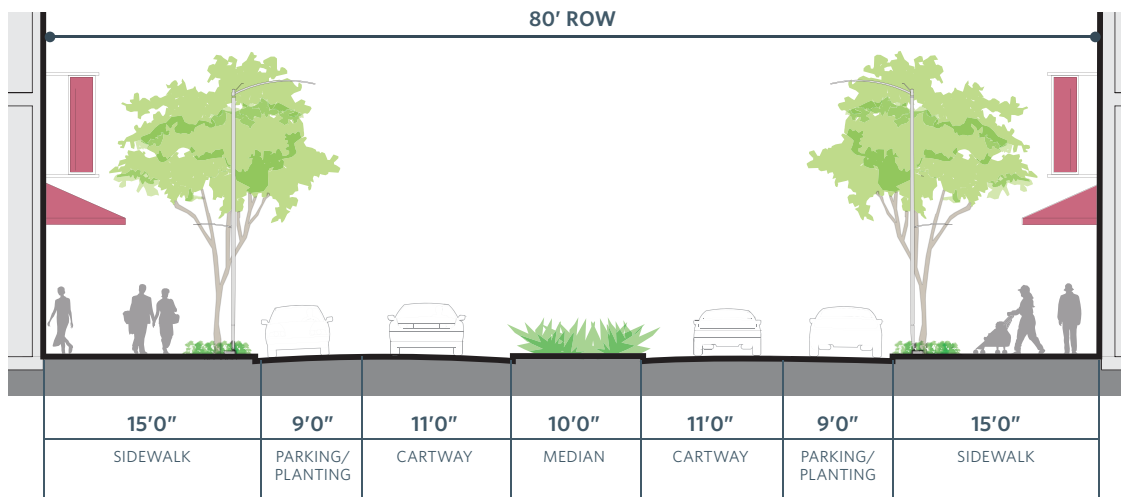
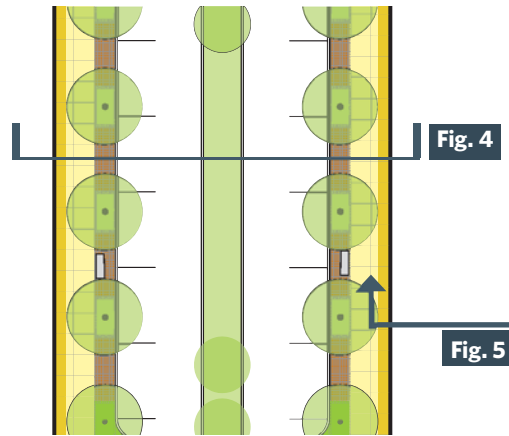
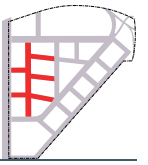


Figure 4. Typical plan and section of the Primary Retail Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only



- Provide a planted median along the Primary Retail Street
- Locate public pedestrian amenities in the Sidewalk Furnishing Zone
- Design the sidewalk as part of the NYC street system with ample space for shopping, strolling and sitting
- Provide space for outdoor retail activities on the sidewalk in the Storefront Activity Area

Figure 5. Illustrative sketch depicting the streetscape design of the Primary Retail Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only



RETAIL STREETS

There are two variations of Retail Streets. Streets to the west of Primary Retail Street connect to 126th Street, while streets to the east connect to the residential neighborhood in Area B. Along the western streets, on-street parking has been eliminated to create a widened sidewalk with space for a grade change transition. Eastern streets are considered a transition to the residential neighborhood. All service and parking access will occur on these Retail Streets, rather than the Primary Retail Street, and needs to be integrated into a pedestrian-friendly streetscape.

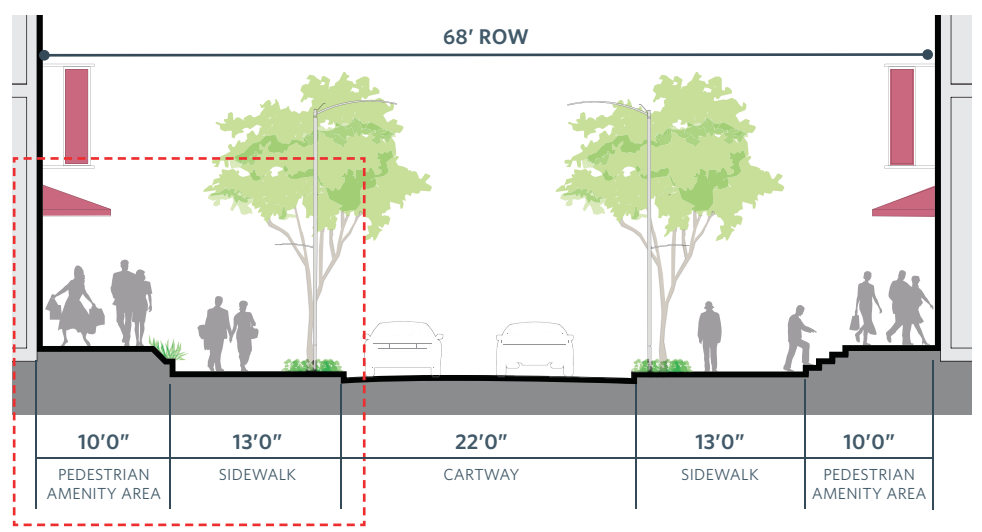
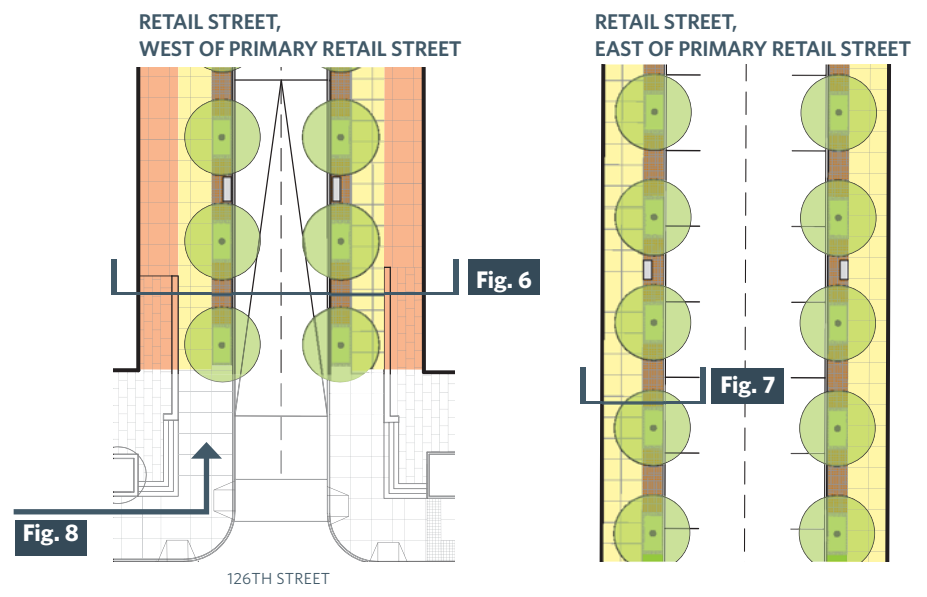


Figure 6. Typical plan and section of the Retail Street, west of Primary Retail Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only

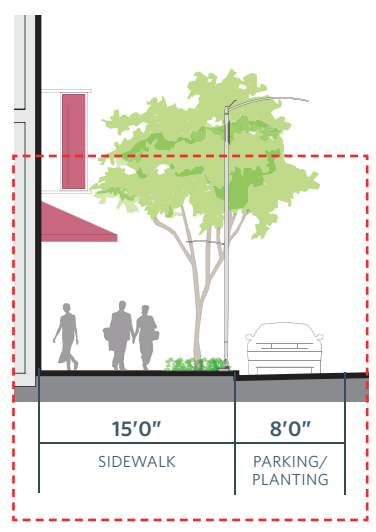


Figure 7. Typical section of the Retail Street, east of Primary Retail Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only



Design the Pedestrian Amenity Area to accommodate the grade change and connect to 126th Street

On Retail Streets west of Primary Retail Street, there is no on-street parking in order to dedicate space to the split-level sidewalk

Figure 8. Illustrative sketch depicting the streetscape design of the Retail Street, west of the Primary Retail Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.2 RETAIL STREETS Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.2.1 Sidewalk Furnishing Area for Retail Streets

The Sidewalk Furnishing Area provides space for plantings and pedestrian amenities between the sidewalk and the road. See Figure 9.

- Along the Primary Retail Street, a minimum of 1 linear foot of seating for every 4 linear feet of sidewalk per block is recommended.
- In order to provide access to the parking lane, provide access between the sidewalk and the street at least once at every tree interval.
- Consider expanding the Sidewalk Furnishing Area in strategic areas to create a more generous pedestrian area. See 3.2.4 Pedestrian-Oriented Intersections and Crossings.

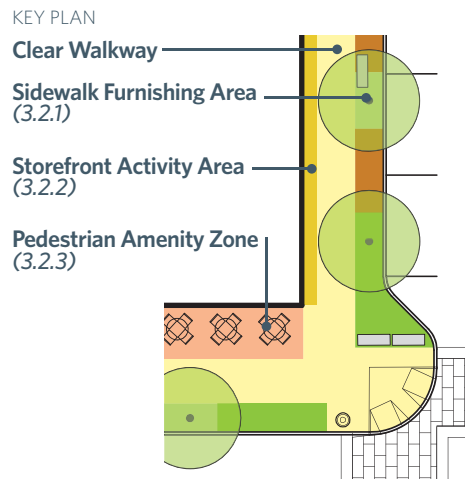


Figure 9. Key Plan of Sidewalk Zones
The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.2.2 Storefront Activity Area

The Storefront Activity Area is a 2'-3' strip along the streetwall that should be used as the "front yard" of the store premises to advertise and contribute color and vitality to the street through the use of merchandise carts, easels, displays, flower pots and planters. See Figure 9.

- Use this area to display items associated with the merchandise sold inside the store.

Recesses

- Consider incorporating shallow recesses into the streetwall, as allowed per the SZD, to provide space for entrances, and places for seating, and retail displays.
- Limit recesses to within 8' of the streetwall.

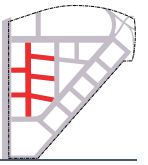


Retail establishments can have "front yards" with displays or contain recesses to create a public space

3.2.3 Pedestrian Amenity Zone

The Pedestrian Amenity Zone is an additional 10' zone located *only* along the Retail Streets that intersect with 126th Street. This zone is required per the SZD and intended to allow ample space for a grade change transition and connection to the upper and lower levels of 126th Street. See Figure 9.

- In addition to the grade change, consider using this widened sidewalk area for additional amenities such as fixed or cafe seating, plantings, retail displays, streetscape furniture, sculpture, etc.
- Maintain a clear walkway connecting to the primary clear walkway of the sidewalk.
- Minimize split-level sidewalks, as necessary to connect to the upper and lower levels of 126th Street.
- Design transition treatments along the split-level sidewalk to include generous open stair systems with informal seating areas. See also 3.1.2 Transition Zone: Graceful Grade Change.
- Consider distinctive pavement to demarcate the area.
- Conceal service and garage entries that are located adjacent to seating areas or other pedestrian areas with landscape buffers.



3.2.4 Pedestrian-Oriented Intersections and Crossings

Retail Streets should be designed to have pedestrian friendly intersections and crossings to support easy movement along and across a two-sided retail corridor. See Figure 11.

- In order to provide more generous pedestrian areas, consider expanding the Sidewalk Furnishing Area into the on-street parking lane at intersections and crossings.
- Shaded social seating, trees and plantings, public art, bike racks, orientation map kiosks, newsstands, trash receptacles, lighting, and other streetscape amenities are appropriate in these expanded areas.
- Pedestrian crosswalks are encouraged for every 200' along the Primary Retail Street. Mid-block crossings can be provided to meet this goal.
- Consider use of a specialized NYCDOT-approved paving to call attention to pedestrian crossings for motorists.



Expanded sidewalk areas can include seating, shade trees, and other amenities

3.2.5 Planted Median

The 8'-10' wide planted median is an opportunity for additional landscape as well as sustainable stormwater conveyance on the Primary Retail Street.

- Consider the use of a low-impact drainage system made up of interconnected planting medians that connect to the storm drain.
- Provide circulation across the median at all intersections and mid-block crossings.
- Mark circulation across the median by at least 2 specialty NYCDPR-approved trees per crossing in the median.
- For additional guidelines specific to the median, see Chapter 2 Design Quality Standards: Public Realm.



Figure 10. Illustrative view of the Primary Retail Street with planted median
The above image depicts the intent of the design guidelines and is for illustrative purposes only

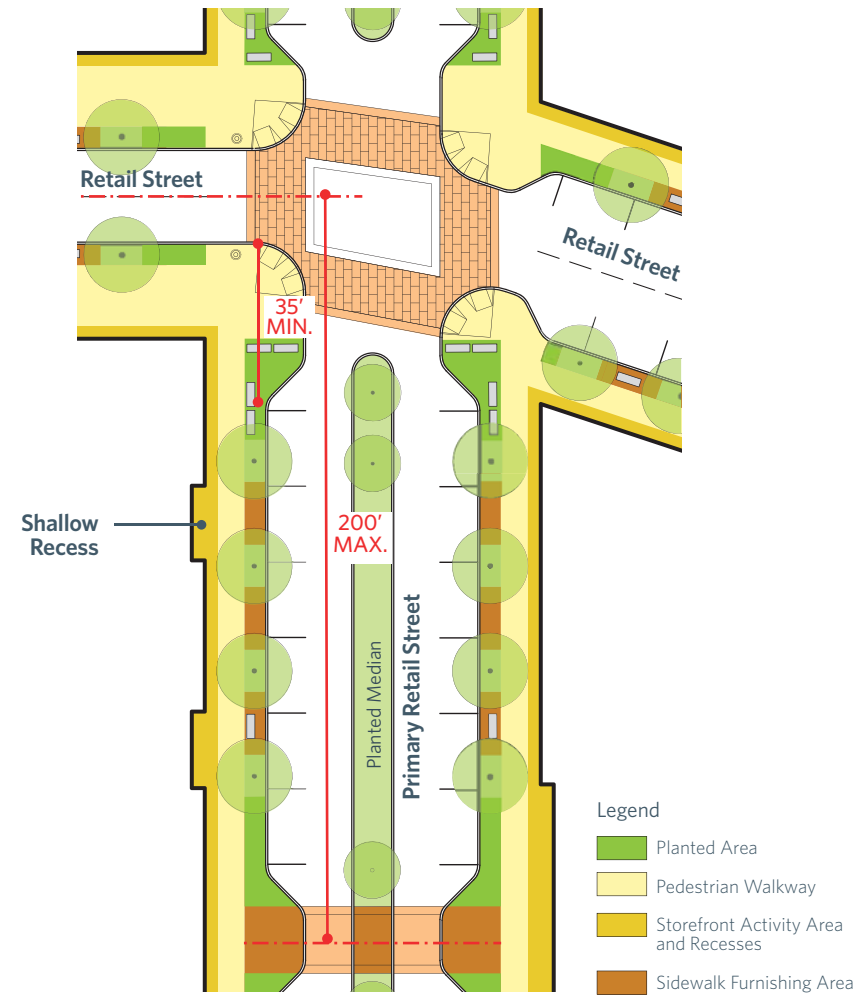


Figure 11. Diagram of the Primary Retail Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.2 RETAIL STREETS **Architectural Guidelines**

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.2.6 Active Retail Lower Base

The character of the lower base is critical to defining an active retail environment. Create a continuous streetwall with retail storefronts of varying sizes. Corners, due to their higher visibility, should contain the larger establishments. Provide recesses for busy entrances, seating or retail displays and to create variety. Provide direct street access to all establishments, including second floor retail.



Soho, New York

3.2.7 Upper Base Creates a Consistent Streetwall

Locate residential and commercial uses in the upper base to contribute to a mixed-use environment and provide 24/7 "eyes on the street". Design facades to have high transparency, vertical articulation and setbacks that humanize the scale of the buildings as perceived by the street-level pedestrian. Use recessed balconies and large windows to reinforce residential character above retail shops.



Portland, Oregon

3.2.8 Mid-rise Articulated from Upper Base

Setback the mid-rise portions of buildings from the upper base. Similar to the lower base, design these facades to include balconies and other architectural articulation that breaks down the scale and horizontality of the buildings. Consider use of the "dormer rule" to allow projections into the setback above 85', creating a more dynamic mid-rise roofline.



Toronto, Canada

3.2.9 Towers Setback from Mid-rise

Design towers along the Retail Streets to form an urban backdrop but not dominate the streetscape environment. As required per the SZD, all towers must setback 10'-15' from the base.



Battery Park City, New York

Anchor Blocks

The Anchor Blocks form the first impression of Willets Point and the pedestrian gateways to the site. Wide footprints accommodate large-format retail uses and mixed-use towers that anchor both ends of the Primary Retail Street. The Southern Anchor Block includes a sequence of pedestrian plazas leading from Roosevelt Avenue into the interior of Willets Point.

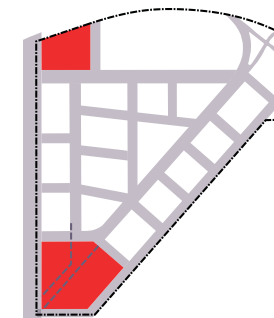


Figure 1. Diagram of the Anchor Blocks
The above image depicts the intent of the design guidelines and is for illustrative purposes only



3.3 ANCHOR BLOCKS Overview

OVERVIEW

The Northern and Southern Anchor Blocks mark two of the three entry points into Willets Point at the north and south ends of 126th Street respectively (the third being the Van Wyck Expressway at the northeast corner of the site). The Anchor blocks serve several key functions in the site plan.

As the most visible buildings from major roads, highways, and rail lines, the Anchor Blocks are visual symbols of Willets Point and will mark the gateways to the District on the skyline. Towers on these sites are prime locations for iconic architecture that showcases the sustainability features of the entire District. Setbacks along Northern Boulevard and Roosevelt Avenue provide for greenery, light and air between the elevated highways and rail lines and these new buildings.

With prime subway access at the Southern Anchor Block, and adjacency to the Convention Center at the Northern Anchor Block, these blocks are opportunities for commercial and destination uses such as offices, hotels, and cinemas.

Note: The Southern Anchor Block and Willets Point Boulevard easement are shown assuming existing utilities are raised to new grade. The design intent, principles, and guidelines outlined in this chapter are relevant regardless of changes in the utility alignment. In the event that the utilities are not relocated or raised, an alternative design may be required. See pages 100-101 for guidelines regarding the Southern Anchor Block Alternate Design. Improvements within the easement to be coordinated with City agencies.

These design guidelines assume that the entire retail and entertainment zone of Area A, including 126th Street, the Retail Streets, and the Anchor Blocks function as a retail district. As part of this concept, the Anchor Blocks accommodate large-format and multi-story retail and entertainment uses which bookend smaller “in-line” stores lining the Primary Retail Street and Retail Streets. Interior atria, generally discouraged to ensure street-oriented retail, can be accommodated in the Anchor Blocks to access multi-story retail.

The Anchor Blocks also create important pedestrian gateways into the interior of the site. The Southern Anchor Block includes a series of signature public plazas that will replace a segment of Willets Point Boulevard. Although the right-of-way must remain open due to an existing utility easement, the street segment will be closed to vehicles and converted into a landscaped pedestrian space that provides access from the subway directly into the interior of Willets Point and a view corridor into the District.

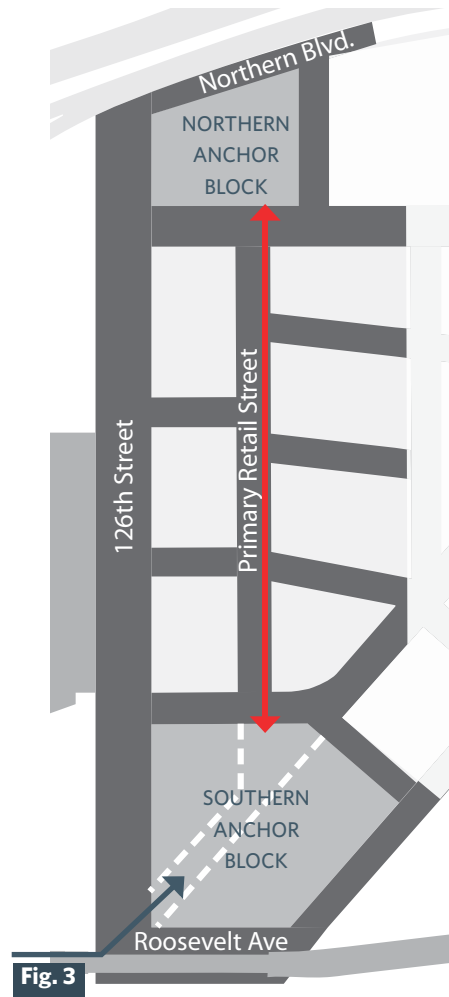


Fig. 3

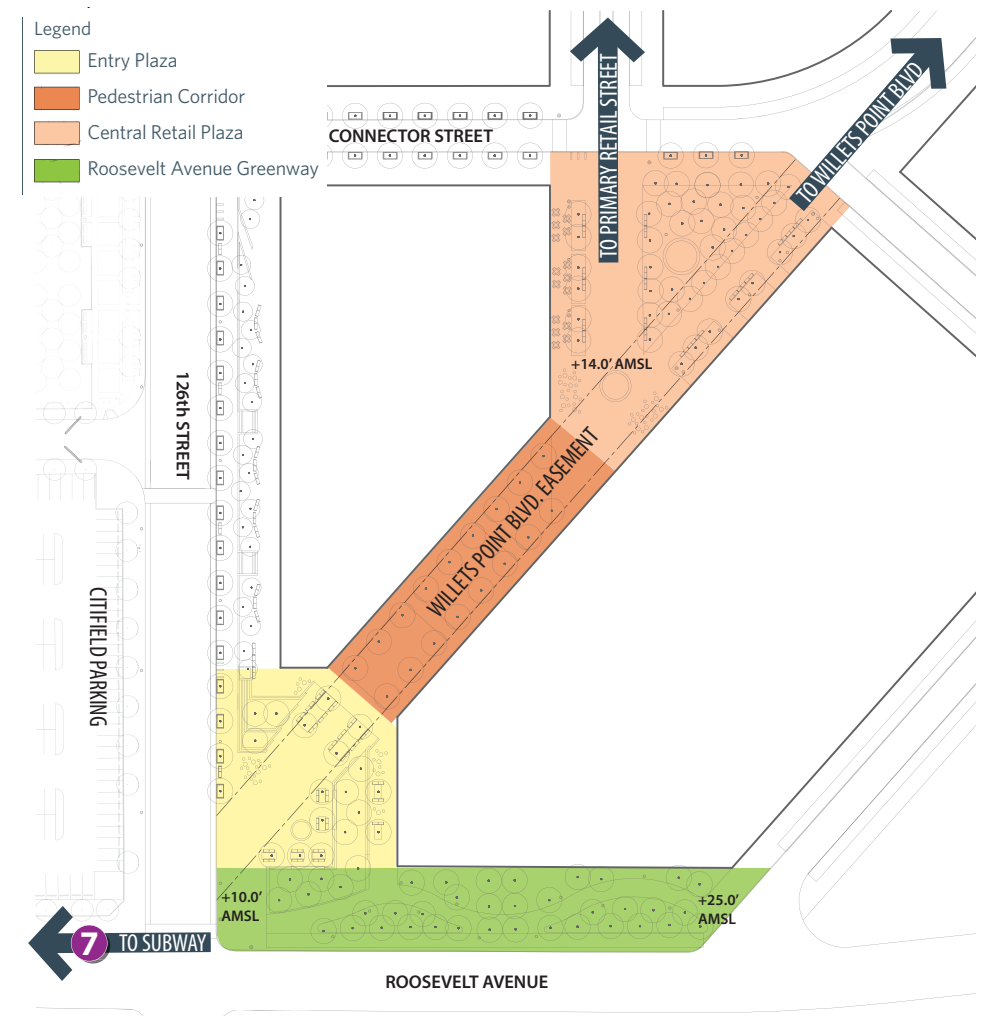
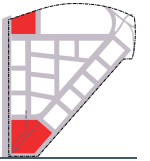


Figure 2. Key plans of the Anchor Blocks (left) and the Southern Anchor Block public open spaces (right)
 The above image depicts the intent of the design guidelines and is for illustrative purposes only.



All elevation grades in this document are in feet NGVD29 with a FEMA 100yr floodplain of 14 feet NGVD29.



PUBLIC REALM GUIDELINES

See pages 94–101 for details.

The Southern Anchor Block provides a series of pedestrian-only plazas on the existing right-of-way of Willets Point Boulevard, forming a walkable gateway into the Willets Point site.

3.3.1 Entry Plaza

Entry Plaza is 7,000 sf minimum

3.3.2 Pedestrian Corridor

Minimum 60' wide corridor at new grade level (+14 AMSL)

3.3.3 Central Retail Plaza

20,000 sf minimum at new grade level (+14 AMSL)

3.3.4 Roosevelt Avenue Greenway

Pedestrian and bicycle amenity zone

ARCHITECTURAL GUIDELINES

See pages 104–106 for details.

The Anchor Blocks form signature icons of Willets Point to the outside while framing pedestrian plazas and streetscapes on the inside.

3.3.5 Signature Towers

3.3.6 Framing the Pedestrian Gateway

3.3.7 Building Base: Perimeter Facades

3.3.8 Building Base: Interior Facades

3.3.9 Visual Termini to the Primary Retail Street

3.3.10 Daylit Atria



Figure 3. Illustrative view of the Southern Anchor Block from the corner of 126th Street and Roosevelt Avenue
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

3.3 ANCHOR BLOCKS Public Realm Guidelines

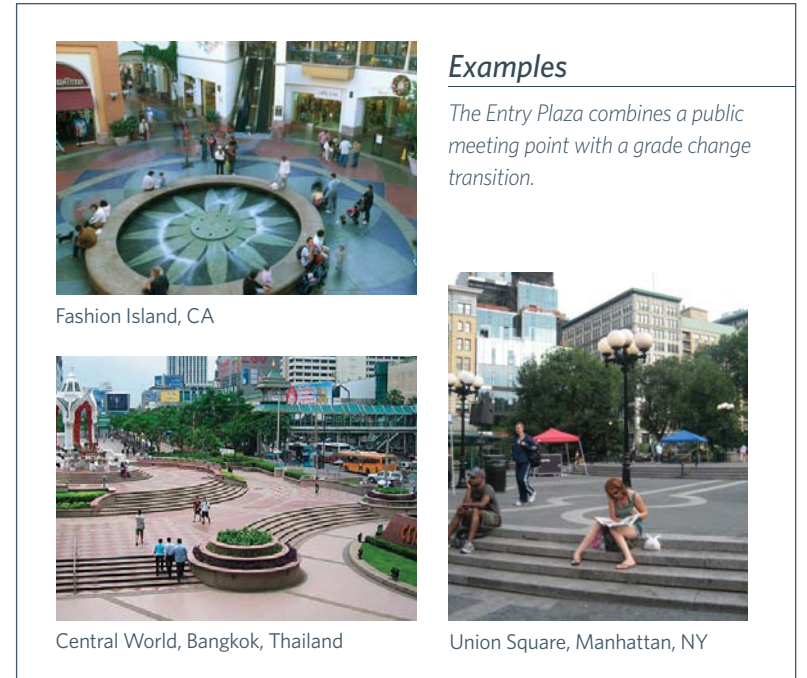
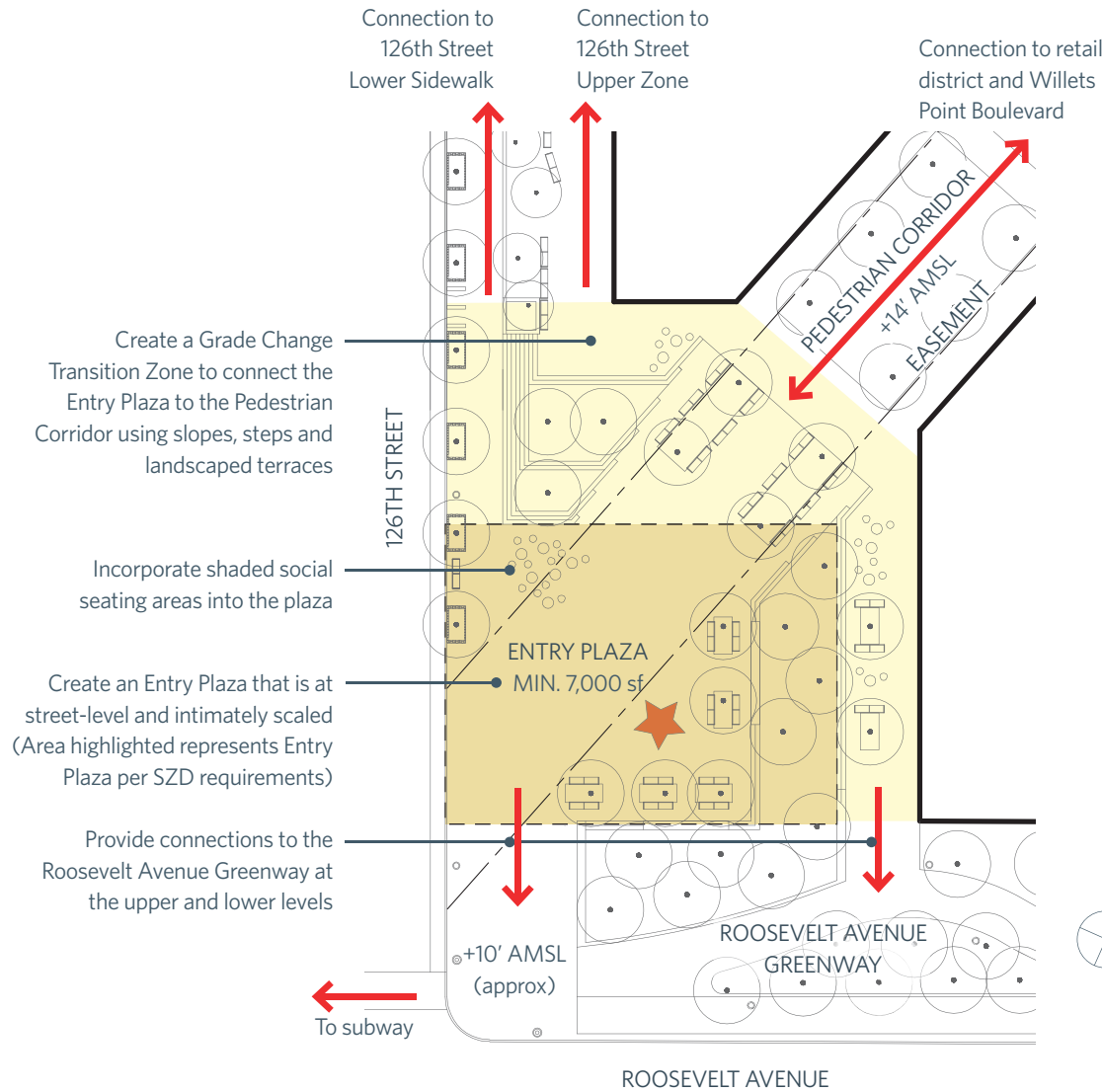
For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.3.1 Entry Plaza

The Entry Plaza is the point of entry to the District for most pedestrians, especially those coming from the subway, Corona, Flushing, or Flushing Meadows Corona Park. It should function as a welcoming and memorable meeting point for visitors and residents of the District that directs movement along 126th Street, into the retail district, and down Willets Point Boulevard. The Entry Plaza must be a minimum of 7,000 square feet per the SZD, may have more hardscape than other adjacent plazas to accommodate pedestrian flows, and may be animated by special features such as a fountain. See Figures 4 and 5.

A Grade Change Transition Zone between the existing grade (approx. +10' AMSL) and the new grade (+14' AMSL), might be provided to connect the Upper Zone of the 126th Street Linear Plaza, Entry Plaza and Pedestrian Corridor. This grade change should be designed as a terraced plaza with landscaping and shaded seating areas overlooking the Entry Plaza.

Note: For zoning purposes, the Entry Plaza and Grade Change Transition Zone shall be considered as separate spaces. All Publicly Accessible Open Space Requirements per SZD are applicable.



- Legend
- Entry Plaza (per SZD requirements)
 - Potential Grade Change Transition Zone
 - Water Feature or Public Art

Figure 4. Illustrative plan diagram of the Entry Plaza and potential Grade Change Transition Zone
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

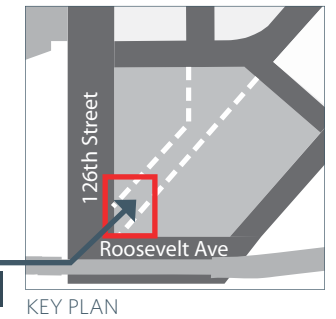


Fig. 5

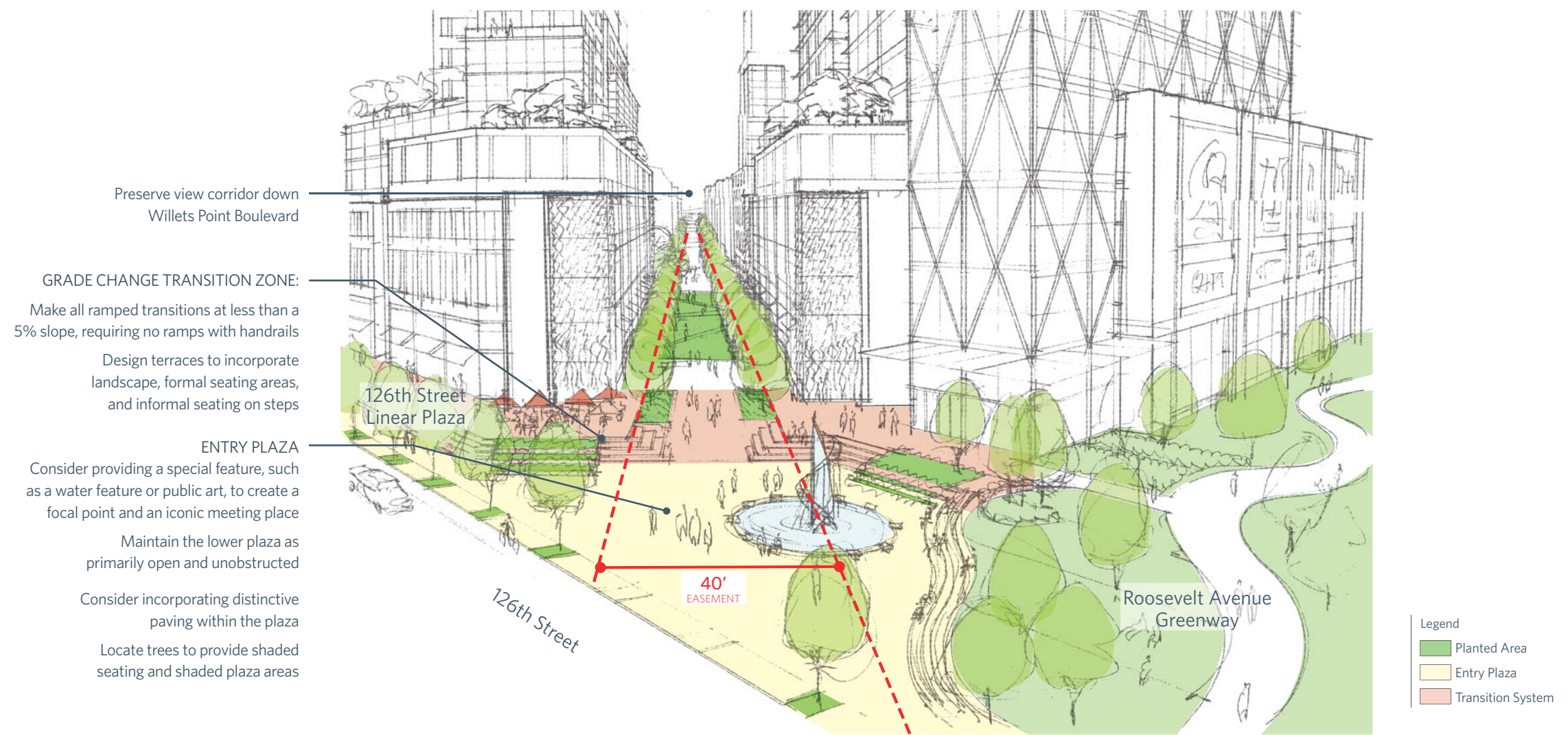
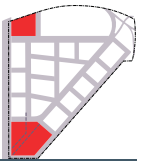


Figure 5. Illustrative view of the Entry Plaza connecting to the Roosevelt Avenue Greenway, Pedestrian Corridor, and 126th Street Linear Plaza
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

3.3 ANCHOR BLOCKS Public Realm Guidelines

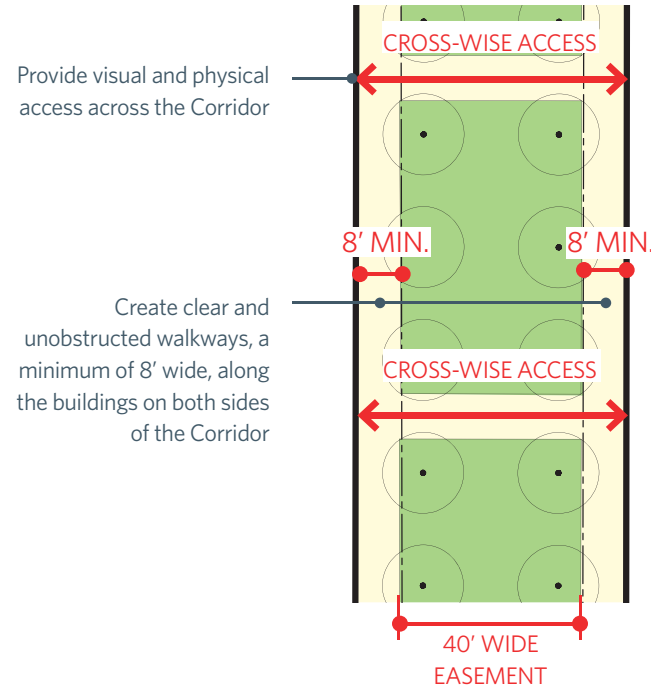
For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.3.2 Pedestrian Corridor

The Pedestrian Corridor is a minimum 60' wide linear space that should be designed as a landscaped pedestrian way with retail storefronts and building entrances on both sides with easy access across the corridor as well as along it.

This Pedestrian Corridor has two walkways, one on either side facing storefronts with space for merchandise displays and seating. See 3.2.2 Storefront Activity Area for further guidelines. The central zone, framed by trees, is a green corridor with lawns and gardens, shaded seating, and cross-wise pathways. See Figures 6 and 7.

Note: all Publicly Accessible Open Space Requirements per SZD are applicable.



Provide visual and physical access across the Corridor

Create clear and unobstructed walkways, a minimum of 8' wide, along the buildings on both sides of the Corridor

- Legend
- Planted Areas
 - Hardscape Areas



Figure 6. Illustrative plan diagram of the Pedestrian Corridor

The above image depicts the intent of the design guidelines and is for illustrative purposes only.

Examples

The Pedestrian Corridor should be a landscaped connective corridor with retail shops and displays framing both sides.



Rockefeller Center, Manhattan, NY



Lincoln Road, Miami, FL



Pearl Street, Boulder, CO

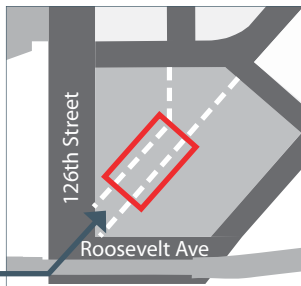
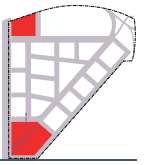


Fig. 7 KEY PLAN



Use trees, per the SZD, to provide shaded seating and partially shaded walkways adjacent to the retail

In order to create a lush landscape while allowing for cross-circulation, concentrate planted areas in groupings along the Corridor

Provide seating along the walkway, possibly setback within the green area

Consider incorporating distinctive paving

- Legend
- Planted Areas
 - Hardscape Areas

Figure 7. Illustrative view of the Pedestrian Corridor
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

3.3 ANCHOR BLOCKS Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.3.3 Central Retail Plaza

The Central Retail Plaza is a signature open space that balances multiple functions. It is a year-round gathering space and rest area for retail patrons and visitors, and also a plaza serving residents of Willets Point. As such, it should appeal to multiple age groups with an emphasis on children, and balance occasional events and activities with passive enjoyment that is always open to the general public.

Extensive greenery and shade can be combined with features such as outdoor seating and dining areas, water features, tot-lots or play areas, public art, and small gathering spaces or amphitheatres. See Figures 8 and 9.

Note: all Publicly Accessible Open Space Requirements per SZD are applicable.

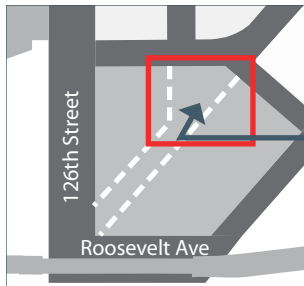
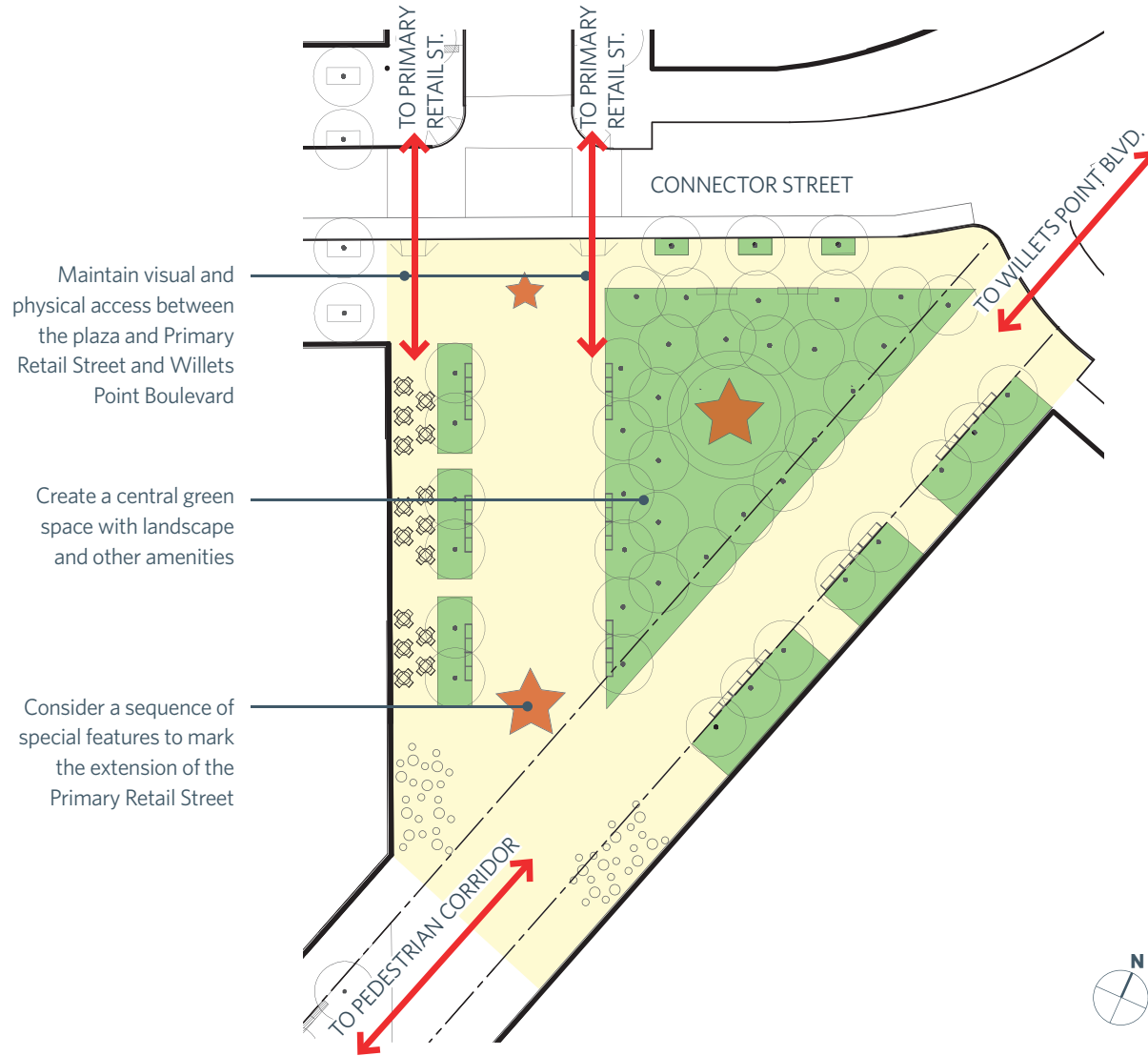



Fig. 9

KEY PLAN

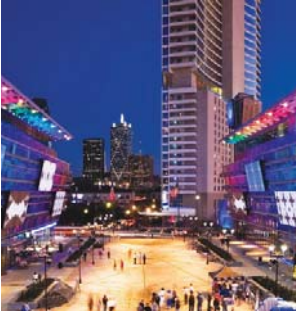


Examples


The Central Retail Plaza should serve both residents and visitors with family-oriented amenities, and space for performances and festivals.



Jamison Park, Oregon



Victory Park, Texas

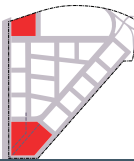


Millennium Park, Chicago

- Legend
- Central Green Space
 - Hardscape Area
 - Special Feature (water feature, public art, etc.)

Figure 8. Illustrative plan diagram of the Central Retail Plaza

The above image depicts the intent of the design guidelines and is for illustrative purposes only.



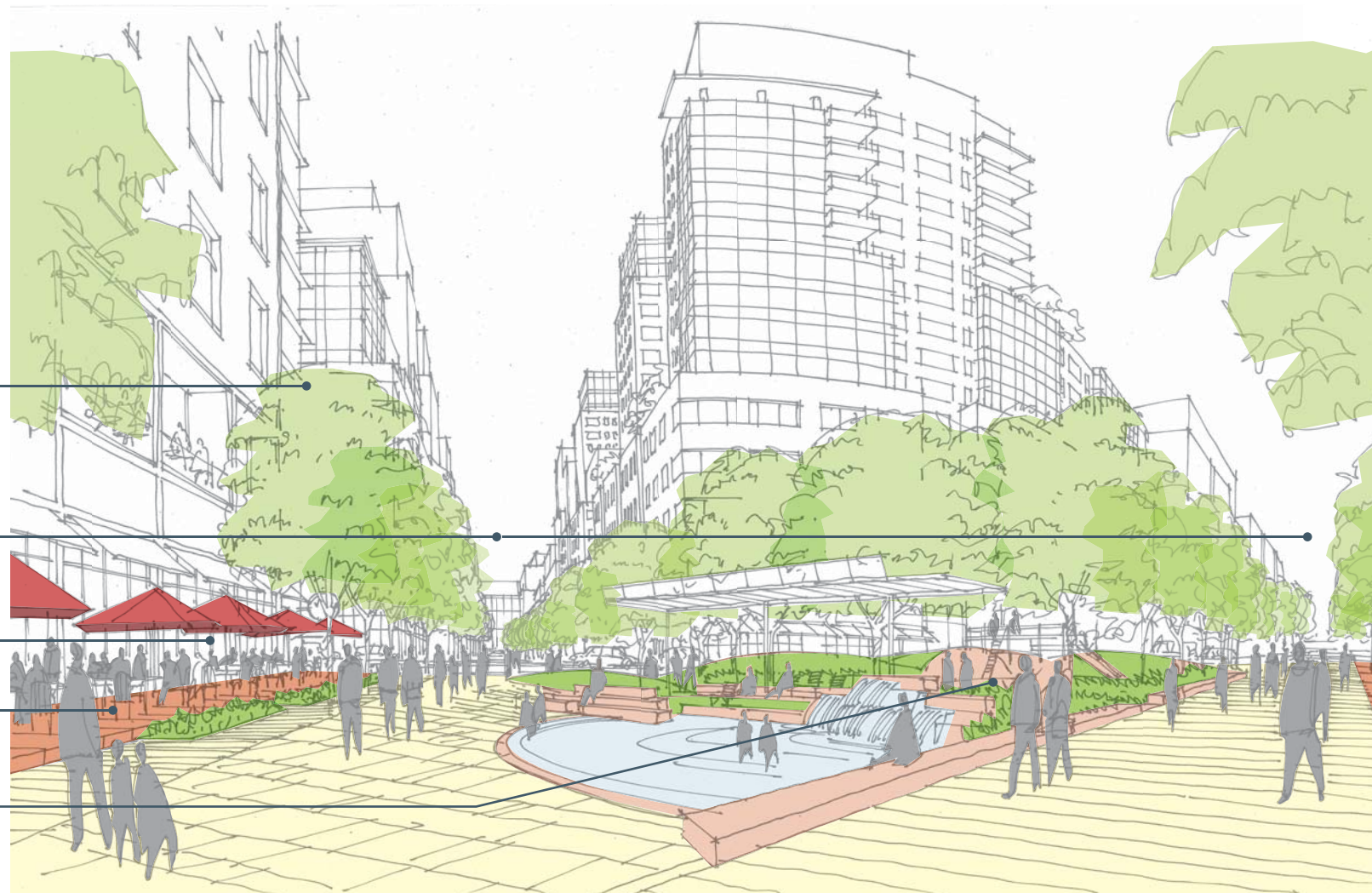
Although the SZD requires approximately 20 trees, additional trees are recommended in order to create a park-like environment and shaded seating areas adjacent to the retail

Maintain view corridors to Primary Retail Street and Willets Point Boulevard

Consider cafe-style dining in the plaza

Throughout the plaza and especially along the storefront edges, consider incorporating distinctive paving

This central green space can include gardens, shaded seating, and features, such as play areas, lawns, fountain, or gathering spaces



- Legend
- Planted Area
 - Plaza
 - Central Green Space
 - Storefront Areas

Figure 9. Illustrative view of the Central Retail Plaza
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

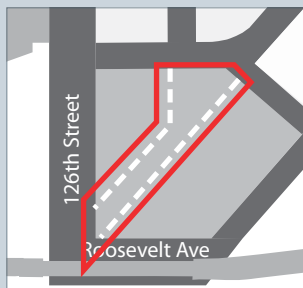
3.3 ANCHOR BLOCKS Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

Alternate Design Southern Anchor Block

In the event that existing utilities below Willets Point Boulevard are not raised or relocated, the area of the easement must remain at existing grade per NYCDEP requirements. Improvements within the easement to be coordinated with City agencies. The Alternate Design shown here provides for a two-level series of public spaces on the Southern Anchor Block.

Consistent with the designs on the preceding pages, the public spaces are intended to provide a welcoming gateway Entry Plaza at Roosevelt Avenue and 126th Street, an active Pedestrian Corridor that provides open space for gathering as well as access to the retail shops and commercial establishments, and a Central Retail Plaza that is a public destination and link to the Primary Retail Street and residential neighborhood beyond.



KEY PLAN

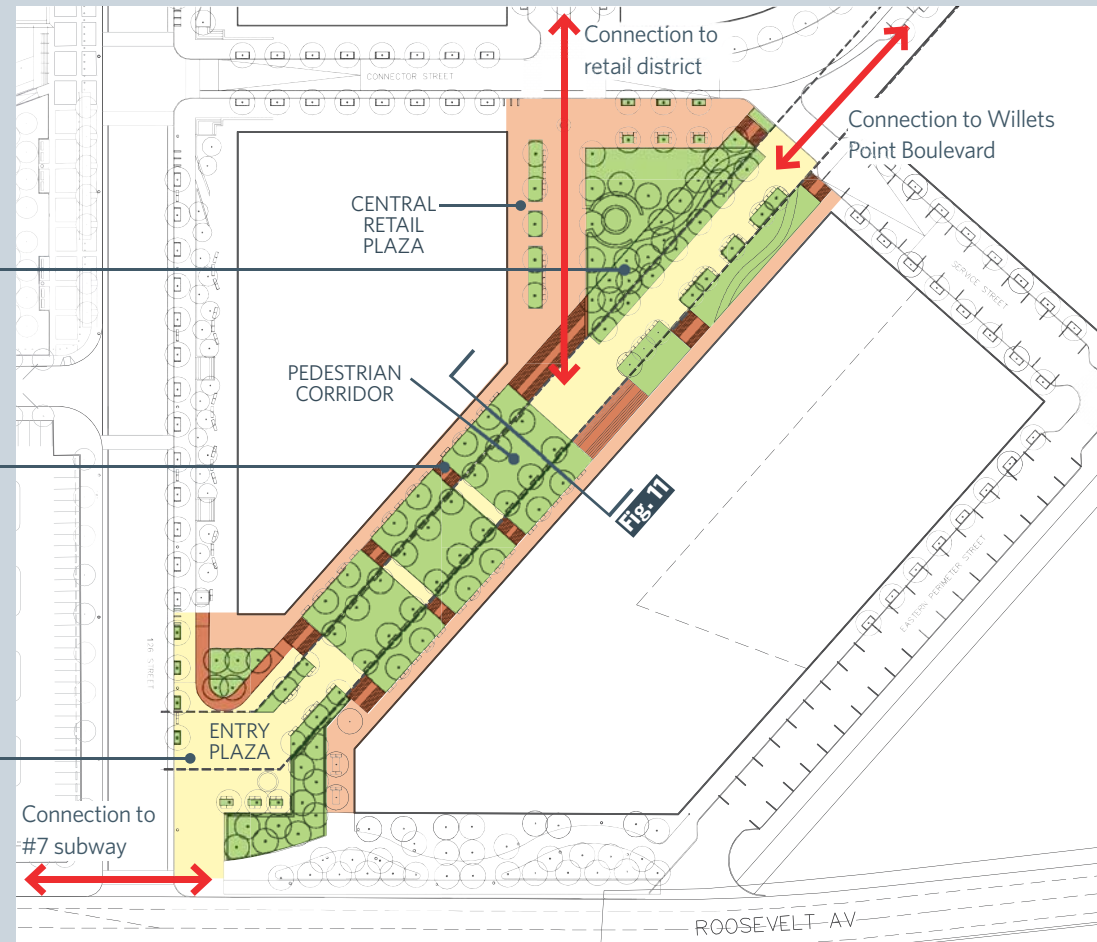
Integrate planted areas in the Transition Zone with planted areas at the Upper and Lower levels

Provide frequent access between the Upper Level and Lower Level with stairs and ramps

Align stairs and ramps with storefront entries where possible

Facilitate cross-wise circulation between the buildings

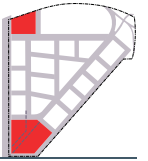
Facilitate circulation through the block by providing clear access from end to end



- Legend
- Lower Level at Existing Grade
 - Transition Zone
 - Upper Level at New Grade
 - Planted Areas



Figure 10. Illustrative diagram of the Alternate Design for the Southern Anchor Block open spaces
The above image depicts the intent of the design guidelines and is for illustrative purposes only.



Design the Upper Level to allow ample space for circulation along it and access into the storefronts

Use the Transition Zone to provide sloping and/or terraced planted areas

Avoid plinth walls over 18" in height

Provide good visual access between the Lower Level and Upper Levels

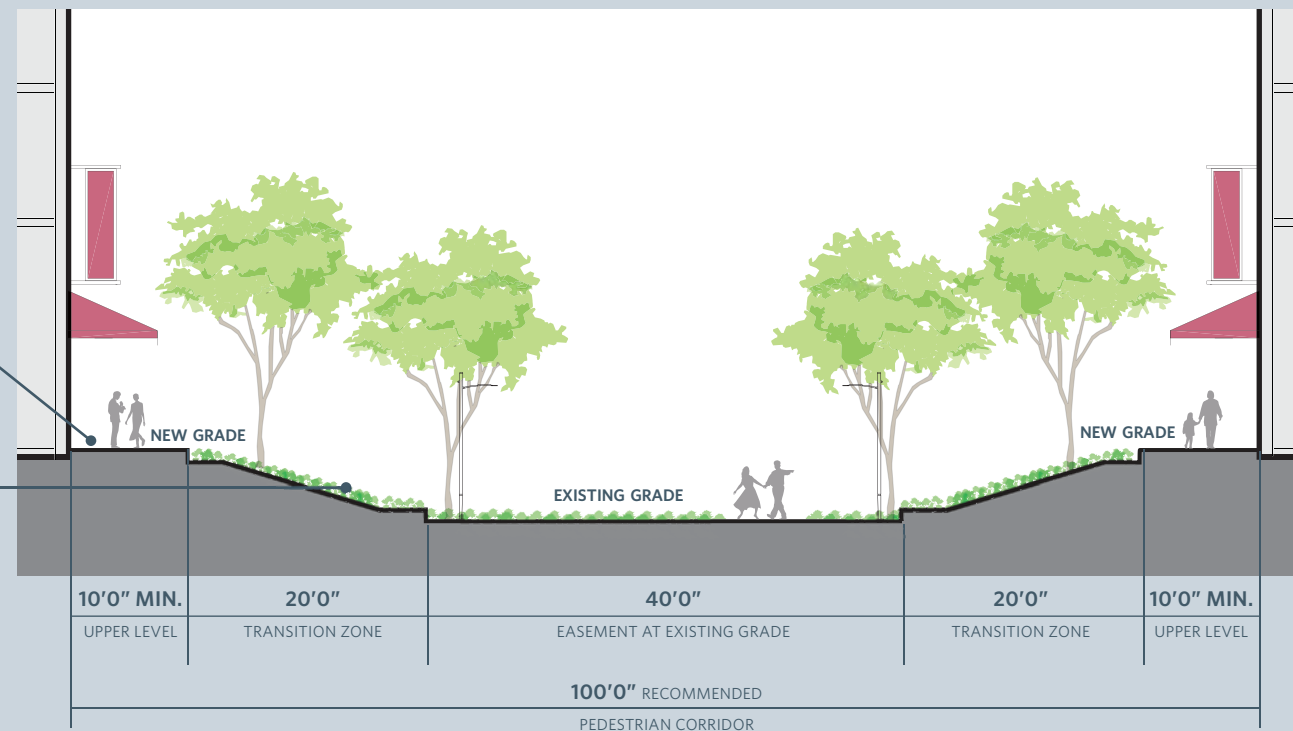


Figure 11. Illustrative sectional diagram of the Alternate Design for the Pedestrian Corridor
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

3.3 ANCHOR BLOCKS Public Realm Guidelines

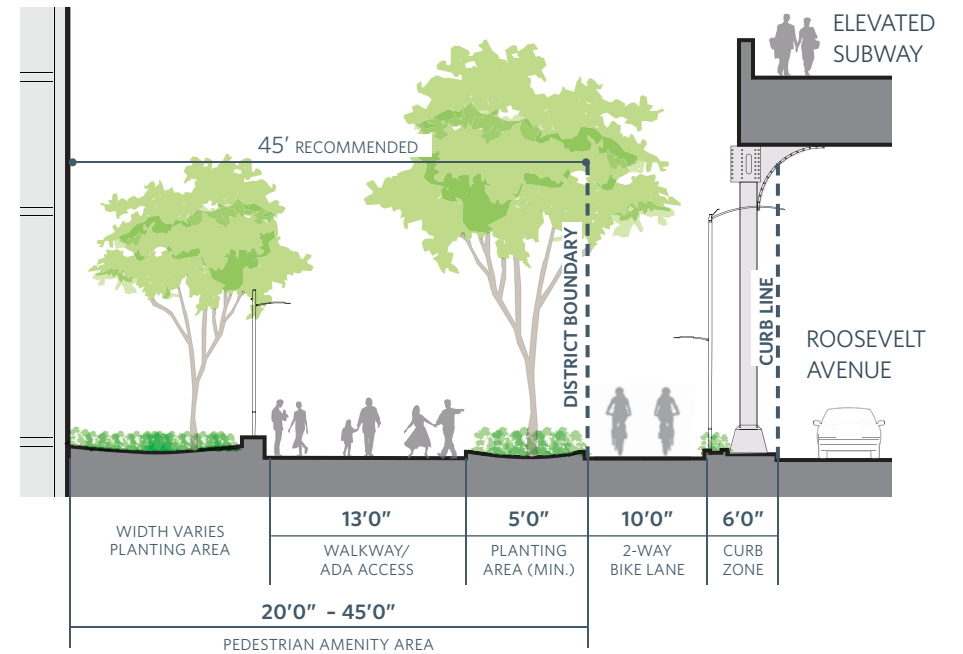
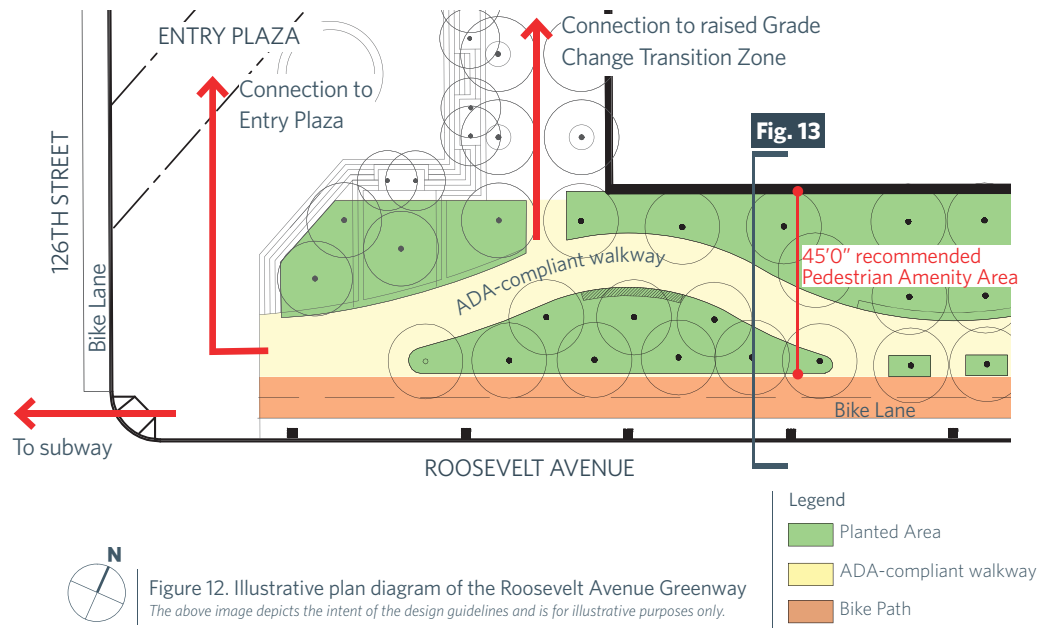
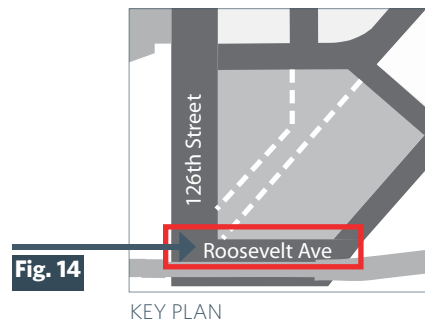
For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

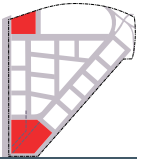
3.3.4 Roosevelt Avenue Greenway

The design of this greenway should form an edge to the District that is characterized by greenery and landscaping and provides a gracious setback of new buildings from Roosevelt Avenue and the elevated subway structure.

The SZD requires a Pedestrian Amenity Area between 20' and 45' and a 5' bicycle lane, however these guidelines recommend a 10' two-way bicycle lane. Due to a steep existing grade change, the greenway must also provide an ADA-accessible walkway from the Roosevelt Avenue Bridge sidewalk to the intersection of Roosevelt Avenue and 126th Street. See Figures 12-14.

Note: all Publicly Accessible Open Space Requirements per SZD are applicable.





Existing condition at the intersection of Roosevelt Avenue and 126th Street, showing the elevated subway structure

Although the SZD requires approximately 20 trees, additional trees are recommended in order to emphasize this green edge of the District

Provide a separated 10'-wide 2-way bike path to connect to a planned route along Roosevelt Avenue

Incorporate an ADA-accessible pedestrian walkway, at less than 5% slope, into the greenway for access between the Roosevelt Avenue Bridge sidewalk and 126th Street

Locate planting areas both along the building as well as between the pedestrian path and the roadway to act as a buffer. Although the SZD requires 50% of the Pedestrian Amenity Area to be planted, 80% is recommended

- Legend
- Planted Area
 - ADA-compliant Walkway
 - Bike Lane

Figure 14. Illustrative view of the Roosevelt Avenue Greenway
The above image depicts the intent of the design guidelines and is for illustrative purposes only.

3.3 ANCHOR BLOCKS **Architectural Guidelines**

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.3.5 Signature Towers

The towers within the Northern and Southern Anchor Blocks will be prominent visual markers of Willets Point in the skyline, seen from great distances and from elevated highway and rail lines. These towers provide opportunities for destination uses such as offices or hotels, and iconic architecture that showcases the sustainability features of the entire District. Per the SZD, they may rise with no setbacks to provide visual gateways to the site. See Figure 15.



Figure 15. The Pedestrian Gateway framed by “green walls”, a Signature Tower and other visible sustainable design elements

3.3.6 Framing the Pedestrian Gateway

The two buildings of the Southern Anchor Block will frame either side of the Pedestrian Corridor and should be coordinated to create a dramatic architectural gateway, drawing the eye into the interior and maintaining an open view corridor down Willets Point Boulevard beyond. Maintain the view corridor open to the sky. Bridges, archways or obstructions are not permitted to extend over the Pedestrian Corridor (per zoning). See Figure 15.



Central City Tower, British Columbia



Solar panel and LED media wall, China

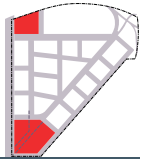


Consorcio Tower green wall, Chile



Entrance canopy

The gateways to the District should be prominently announced by the architectural treatment of buildings and by showcasing sustainable features



Building Base Guidelines

The Northern and Southern Anchor Blocks are envisioned to accommodate multi-level retail and entertainment uses. As a result, the building base including both lower base and upper base may consist of retail uses. With very different conditions on the perimeter of the site as in the interior, the building bases on Anchor Blocks have special design guidelines. See Figures 16 and 17.

If the upper base is not retail, then the design guidelines for other parts of Area A will apply.

3.3.7 Building Base: Perimeter Facades

With high visibility from roads and elevated highways and rail lines, the building base at the site perimeter (facing Northern Boulevard and Roosevelt Avenue) is an opportunity to draw attention to uses within the buildings and the site.

The lower base should provide safety and transparency for pedestrians on Northern Boulevard and especially Roosevelt Avenue; with a recommended minimum of 50% transparency similar to other areas.

The upper base, if enclosing uses such as retail or cinemas, may require areas of blank wall on the site perimeter. If blank walls are required, they are encouraged to be mitigated with architectural articulation, material and color variety, green walls, or public art. As high visibility creates a key opportunity for signage, any such signage should be integrated with the architectural design of the facade. See Figure 15.

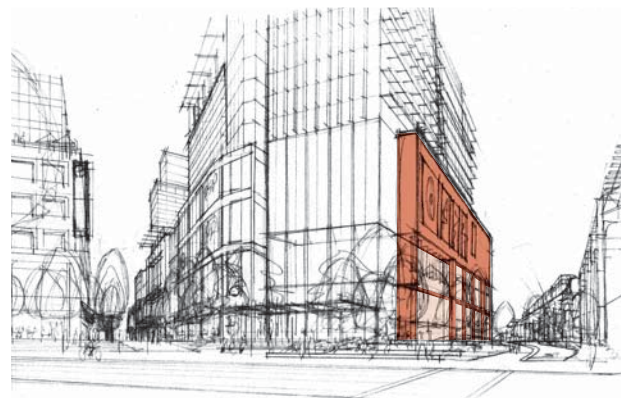


Figure 16. Perimeter Facade



Blank walls of upper floors with signage and architectural treatment appropriate for a Perimeter Facade
Siam Paragon Shopping Centre, Singapore



Highly transparent facade appropriate for an Internal Facade
Union Square, Manhattan

3.3.8 Building Base: Interior Facades

As active pedestrian retail frontages, the lower base is encouraged to follow all the same design guidelines as for the lower base on the Retail Streets and contain frequent retail and building entrances from pedestrian plazas and sidewalks. See Figure 16.

The upper base facing the interiors of the Anchor Blocks may enclose retail and entertainment uses. In this case, higher transparency is encouraged on interior facades than on perimeter facades. Light, open facades are preferable to blank walls above the pedestrian plazas and streets of the site interior. Signage at the upper base is encouraged to be integrated with the architectural design or to be behind the glass.

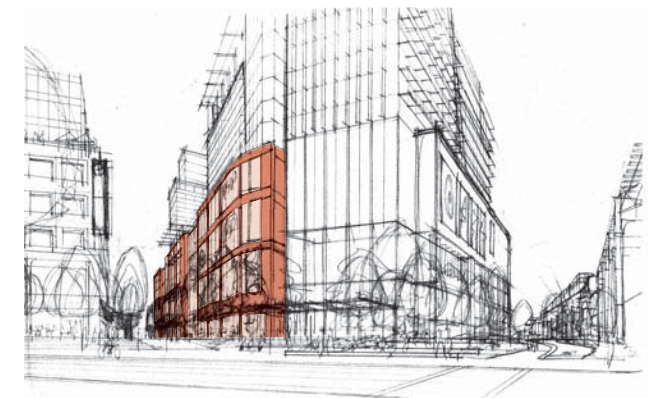


Figure 17. Internal Facade

3.3 ANCHOR BLOCKS Architectural Guidelines

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.3.9 Visual Termini to the Primary Retail Street

The Northern and Southern Anchor Blocks should visually terminate the axis of the Primary Retail Street. This strategy may be achieved with architectural features, facade artwork, or multi-story glass-enclosed atria. See Figure 18.



Architectural feature on the facade

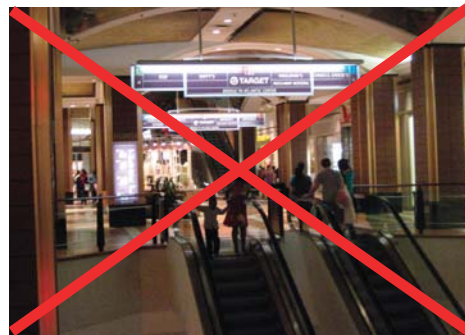
3.3.10 Daylit Atria

Anchor Blocks should have a strong relationship to the streets and public spaces on which they front. If provided, interior atria or gallerias should open directly onto, and act as public extensions of, outdoor plazas or sidewalks on at least one side.

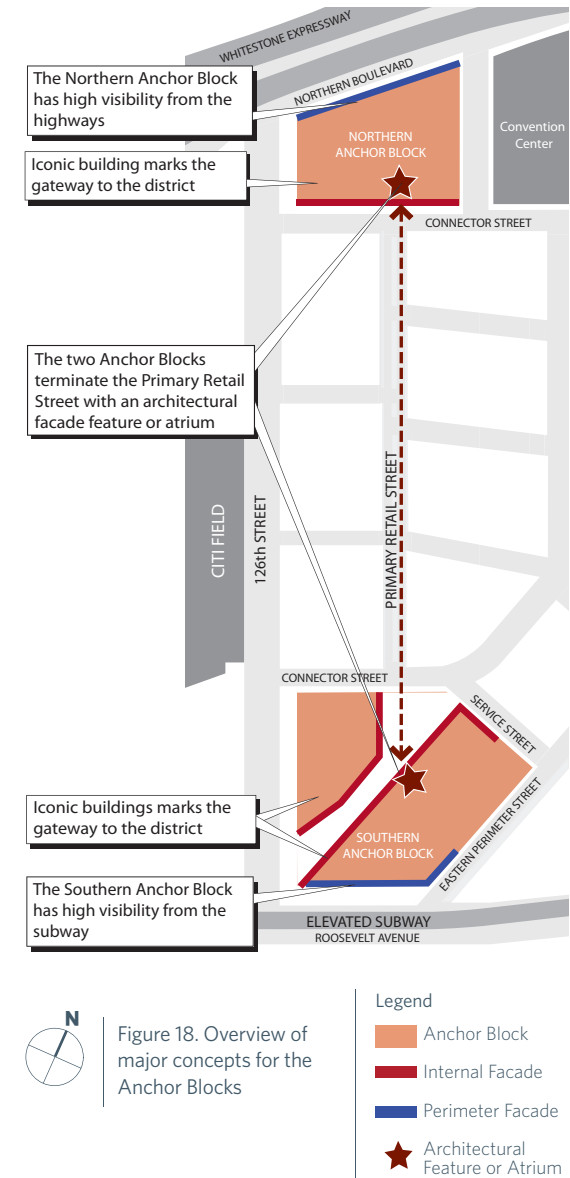
- Atria should be open to the public during regular business hours.
- Consider marking atria with large marquees or signage.
- Design atria as glass enclosed and/or skylit with abundant natural light.
- Atria may have internal circulation to connect multiple floors of retail and commercial establishments, but should also have direct access to the sidewalk or public open space.
- Outdoor public plazas as described in this chapter and required per the SZD may not be covered or enclosed.



Saar Galerie, Germany



Design atria or gallerias to be glass enclosed, filled with natural light and directly open onto an outdoor public space or sidewalk



Connector Streets

The Connector Streets are central avenues through the residential neighborhood that begin at the district gateways. Willets Point Boulevard is envisioned to link all major open spaces and be a green promenade and principal corridor for site systems and stormwater strategies

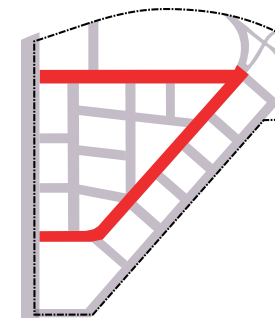


Figure 1. Diagram of the Connector Streets
The image at left depicts the intent of the design guidelines and is for illustrative purposes only

3.4 CONNECTOR STREETS Overview

FROM GATEWAY TO NEIGHBORHOOD

The Connector Streets are the core district links between Areas A and B, as well as the link to the regional highway system. Spanning the mixed-use and residential areas, the streets contain several components including: Gateways, Retail Blocks, Transition Blocks, and Residential Blocks that should be a continuous and coordinated streetscape system.

These streets are more monumental in scale than other internal streets. As district boulevards, they are envisioned as pedestrian-oriented with major building entrances. Per the SZD, at least one of these streets will border the Neighborhood Park (Willets Point Boulevard is preferred).

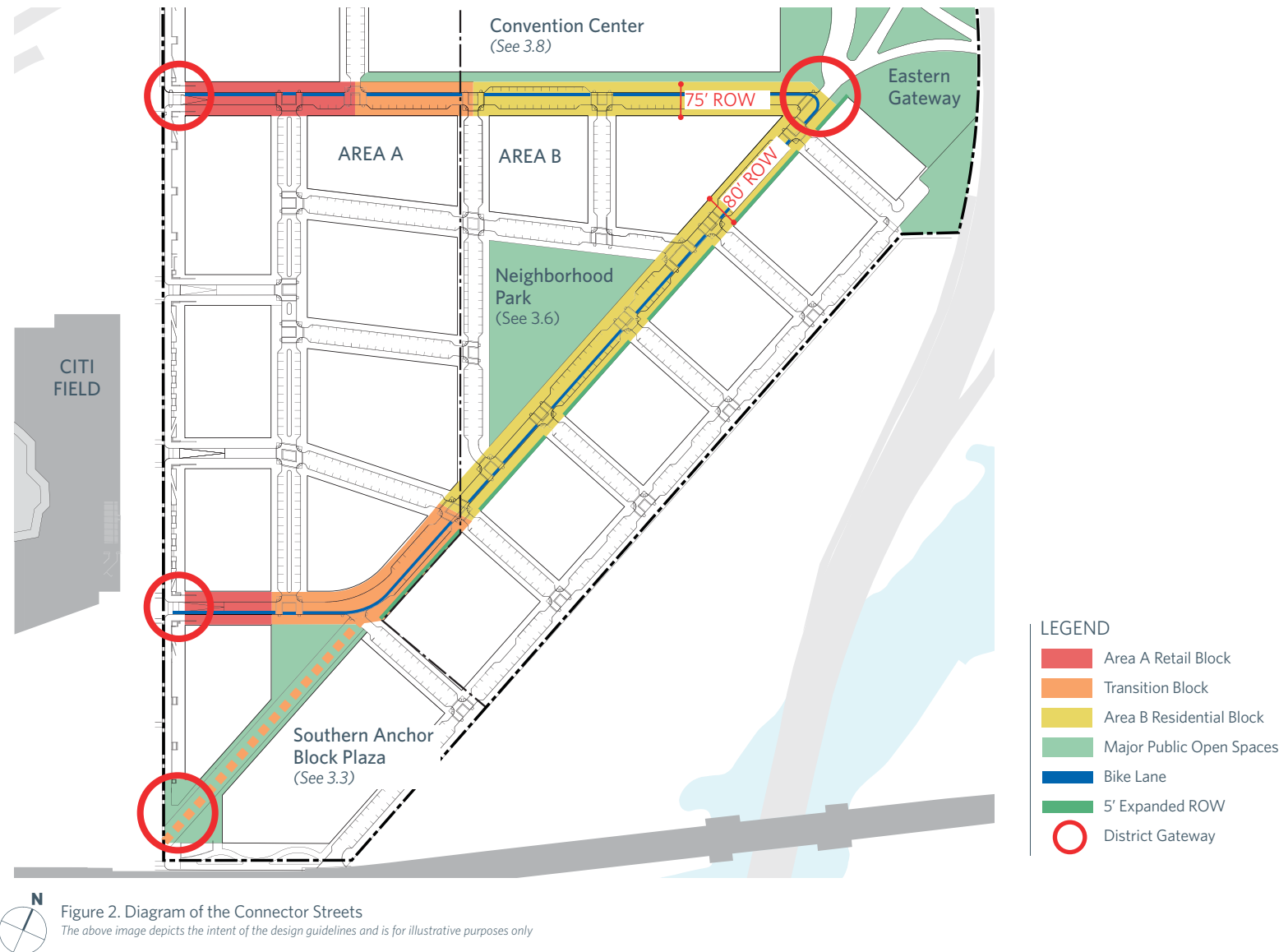
Comprising two existing streets (Willets Point Boulevard and 34th Avenue), these streets are assumed to remain in their current alignments but if alignments are changed, these guidelines still pertain.

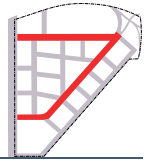
34TH AVENUE

The connection between Area A and the residential neighborhood and Convention Center in Area B. The existing street is enlarged to 75' (only 60' is currently mapped) per the SZD in order to bring the street up to the standards of the District.

WILLETS POINT BOULEVARD

The main district link that connects all major public open spaces and is the conceptual extension of the Southern Anchor Block Plaza. Its existing right-of-way is 80', making the street an extra 5' wider than the recommended 34th Avenue width.





PUBLIC REALM GUIDELINES

See pages 112–113 for details.

The Connector Streets provide active pedestrian-friendly spaces for retail and residential areas, connecting the district.

- 3.4.1** District Avenues
- 3.4.2** Streetscape Continuity
- 3.4.3** Pedestrian-oriented Retail and Transition Blocks
- 3.4.4** Green Residential Blocks
- 3.4.5** District Entrance: Eastern Gateway

ARCHITECTURAL GUIDELINES

See page 114 for details.

The buildings of the Connector Streets frame the major gateways and contribute to an animated district with a varying skyline

- 3.4.6** Welcoming Gateways
- 3.4.7** Active Retail and Transition Blocks
- 3.4.8** Area B Neighborhood Corner Retail
- 3.4.9** Animated Residential Buildings



Figure 3. Illustrative view of Willets Point Boulevard

The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.4 CONNECTOR STREETS

RETAIL & TRANSITION BLOCKS

The Retail Blocks provide a gateway to the District while the Transition Blocks are the front door to the neighborhood.

Retail Blocks are intended to have larger and higher-intensity retail activities relating to 126th Street and the Anchor Blocks. See 3.1 126th Street and 3.3 Anchor Blocks. Transition Blocks are intended to have smaller scale retail activities, similar to the Primary Retail Street that will provide a transition in scale and intensity to the residential neighborhood. Both types are intended to contain mixed-use buildings with retail on the lower floors and residential above. See Figures 4 and 5.

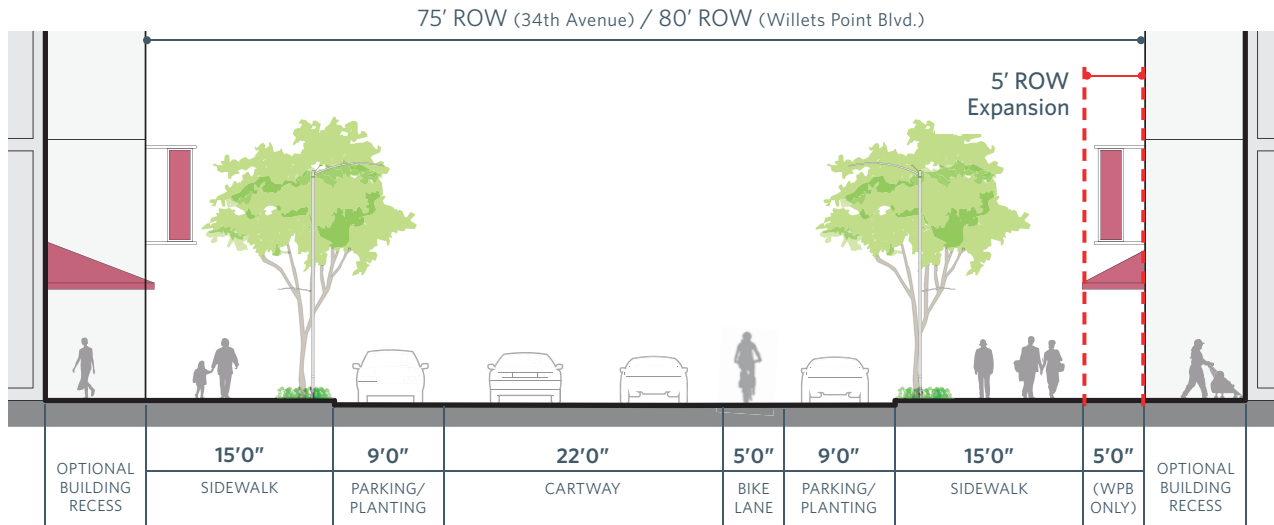
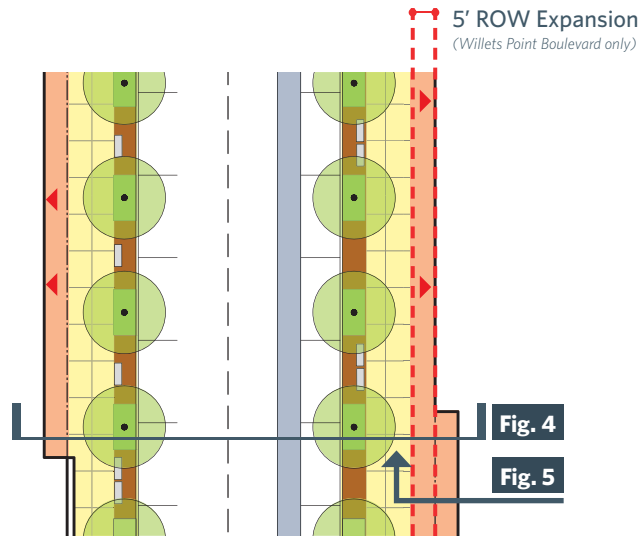


Figure 4. Typical plan and section of a transition block
The above image depicts the intent of the design guidelines and is for illustrative purposes only

NOTE: The actual layout of the street to be developed in concert with the New York City Department of Transportation.



LEGEND

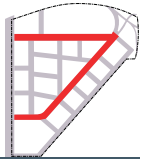
- Walkway
- Storefront Activity Area
- Planted Areas
- Bike Lane

Locate the expanded ROW at the streetwall for additional retail amenity space

5' ROW Expansion
(Willets Point Boulevard only)

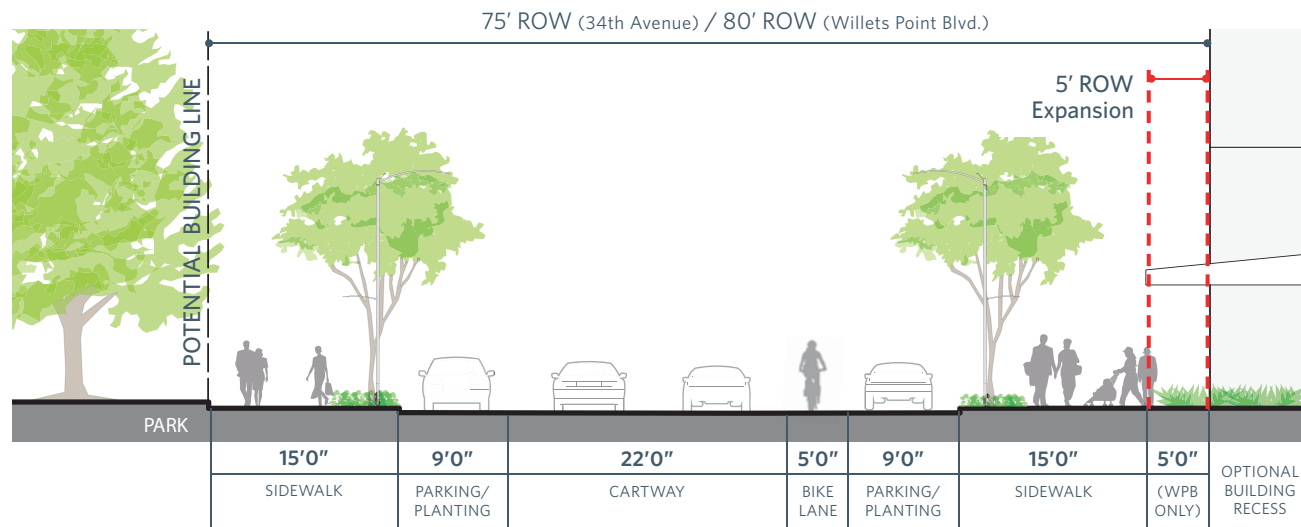
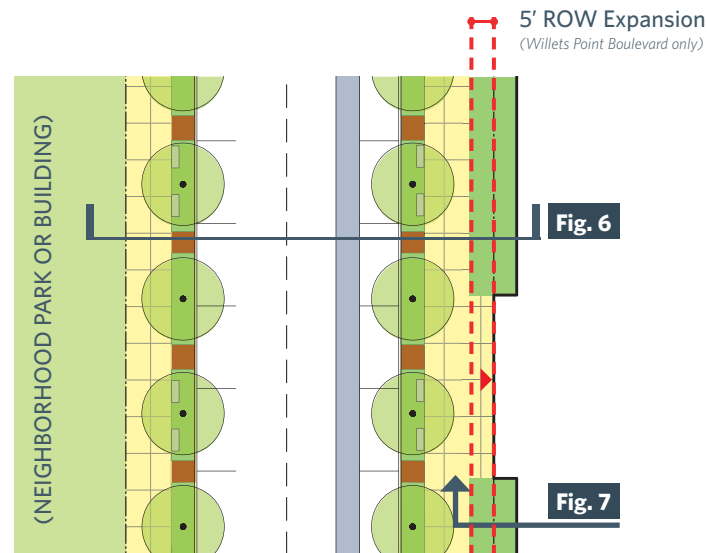
Create recess areas for seating and other retail activities

Figure 5. Illustrative sketch depicting the streetscape guidelines for a transition block
The above image depicts the intent of the design guidelines and is for illustrative purposes only



RESIDENTIAL BLOCK

The residential blocks of the Connector Street are predominantly within the Area B neighborhood. These blocks should create a friendly neighborhood streetscape with lush plantings, corner retail, and other amenities. See Figures 6 and 7.



LEGEND

- Walkway
- Streetwall Activity Area
- Planted Area
- Bike Lane

Articulate residential lobby entrances

Provide building recesses with planting strips at residential windows

Figure 6. Typical plan and section of a residential block
The above image depicts the intent of the design guidelines and is for illustrative purposes only

Figure 7. Illustrative sketch depicting the streetscape guidelines for a residential block
The above image depicts the intent of the design guidelines and is for illustrative purposes only

NOTE: The actual layout of the street to be developed in concert with the New York City Department of Transportation.

3.4 CONNECTOR STREETS Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.4.1 District Avenues

Although the Connector Streets connect to the regional highways, this is not their primary purpose and they should have the character of principal neighborhood avenues.

- The scale of these avenues should feel grander than the internal retail and residential streets. Locate any large-scale streetscape furniture, such as covered bike shelters, bus stops, and wayfinding kiosks (limited to within Area A retail district) along these streets.
- Although the SZD allows for up to 3 lanes of vehicular traffic, in order to maintain a pedestrian-oriented environment, consider limiting vehicular lanes to 2.
- Provide on-street parking along all blocks except those with grade change, per the SZD.

3.4.2 Streetscape Continuity

Although the Connector Streets span two distinct subareas (Areas A and B) and may be built over time, they should feel continuous along the entire length. They should be designed and built according to the same quality standards and material selection, with coordinated street tree specimen.

3.4.3 Pedestrian-oriented Retail and Transition Blocks

Both Retail and Transition blocks are encouraged to have retail activities with outdoor displays and seating to activate the streetscape. See Figure 8.

- 1 Activate bump-out areas at corners with social seating and larger streetscape elements such as bike shelters.
- 2 Consider articulated building recesses to locate cafe seating or retail displays.
- 3 Locate the extra 5' of the Willets Point Boulevard right-of-way along the building streetwall and program this space with retail activities. Coordinate with recessed streetwall areas where appropriate.
- 4 Coordinate 10' wide curbside tree pits with the parking lane to allow easy access to parked cars.

Typical Transition Block:

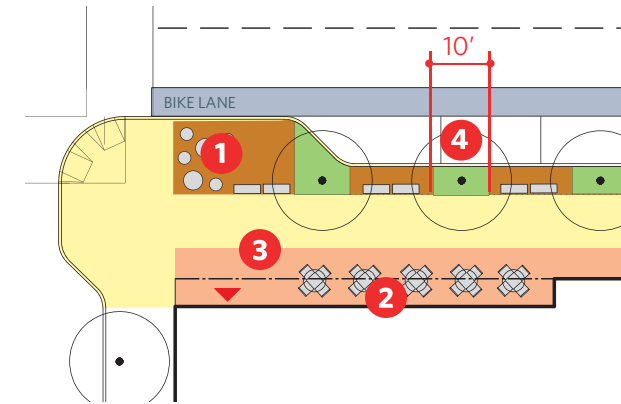
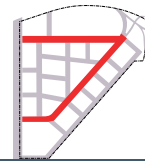


Figure 8. Diagram of a typical transition block
The above image depicts the intent of the design guidelines and is for illustrative purposes only



Seating areas at the streetwall will activate the sidewalk



3.4.4 Green Residential Blocks

In order to enhance the green character of the Connector Streets, especially Willets Point Boulevard, planted areas are encouraged to be incorporated into standard streetscape components where appropriate. See *Figure 9*.

Opportunities for greenery include:

- 1 Consider lengthening curbside tree pits to 20' long. Coordinate them with the parking lane to allow easy access to parked cars.
- 2 Activate bump-out areas at corners with planted areas and social seating.
- 3 Recess portions of the streetwall to create planted areas with decorative plantings that buffer residential windows and soften the building edge.
- 4 Locate the extra 5' of the Willets Point Boulevard right-of-way along the building streetwall to deepen planted areas and streetwall recesses where appropriate.

Typical Residential Block:

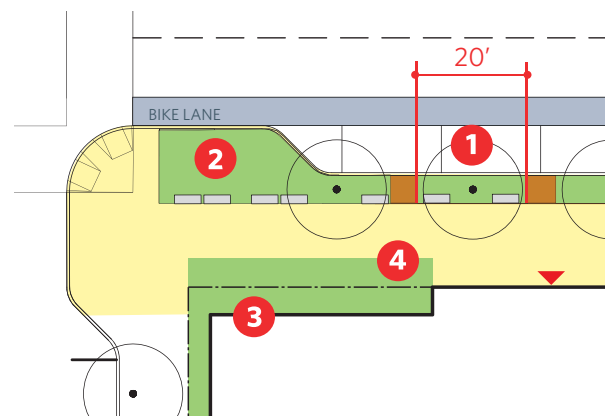


Figure 9. Diagram of a typical residential block
The above image depicts the intent of the design guidelines and is for illustrative purposes only



Larger tree pits will enhance the sense of greenery, especially when coordinated with planting at the building streetwall

3.4.5 District Entrance: Eastern Gateway

The Eastern Gateway is the major point of entry from the regional highways.

- There should be a clear and intentional entry point into the neighborhood that marks the change from a highway roadway system to a pedestrian-oriented neighborhood street grid.
- At the intersection of the Connector Streets and the highway ramps, prioritize the pedestrian experience regarding safety and circulation.
- The greenery of the Connector Streets should visually and physically connect with the landscape of the Eastern Gateway. See 3.7 *Green Edges* for guidelines regarding the landscape of this gateway.

3.4 CONNECTOR STREETS Architectural Guidelines

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.4.6 Welcoming Gateways

AT 126TH STREET

The intersections of the Connector Streets and 126th Street are major vehicular and pedestrian gateways into Area A and the District at-large. These intersections should be marked by distinctive architecture and signage. See 3.1 *126th Street* for complete guidelines.

SOUTHERN ANCHOR BLOCK PLAZA

The Southern Anchor Block Plaza is the primary pedestrian gateway into the District. It provides a direct link to the 126th Street, Primary Retail Street and the residential neighborhood. The plaza is envisioned as a series of public spaces that graduate from more hardscape to more landscape as one walks inward. The landscape of the Connector Street and this plaza should be designed as a related sequence and considered as a continuum that eventually links with the Neighborhood Park and the Eastern Gateway. See also 3.3 *Anchor Blocks* for guidelines regarding the plaza.

EASTERN GATEWAY

The eastern buildings of the Connector Streets should frame the Eastern Gateway with distinctive architecture. Specific strategies may include taller elements (within the height limits), special corner articulation, increased glazing or other facade elements. This pair of buildings should be designed with an overall coordinated concept, massing, and materiality in order to create a strong entrance. The buildings should face the gateway with facades that have high-quality architectural variation and interest.

3.4.7 Active Retail and Transition Blocks

Retail Blocks form the gateway to the retail district and should continue the scale, intensity and storefront design of 126th Street and the Anchor Blocks. See 3.1 *126th Street* and 3.3 *Anchor Blocks*.

Transition blocks connect the western-most retail blocks to the residential fabric. These blocks are well connected to the retail district and should take advantage of this location while providing a transition in scale. The facades should be similar in scale and articulation to the Retail Streets.

- Provide ground floor retail that is of a finer-grain and complementary to the neighborhood, such as bookshops, gyms, or cafes. Avoid large or medium-box retail.
- Design storefronts as highly transparent and to include tenant signage and awnings where appropriate.
- Articulate residential lobby entrances in the streetwall facing the Connector Street and consider a streetwall recess.

3.4.8 Area B Neighborhood Corner Retail

Neighborhood retail spaces are encouraged in the Area B residential buildings to serve the resident population.

Neighborhood retail spaces should be strategically located on Connector Street corners with high visibility and easy access. Strategic locations include within proximity to the Neighborhood Park and School / Community Center.

Consider uses such as restaurants, food markets, pharmacies, doctor's offices, gyms, dry cleaners, etc.



Residential blocks should contain neighborhood retail uses at the corners

3.4.8 Animated Residential Buildings

The Connector Street buildings span the full range of allowable heights, from the tower zone to the lowest allowable height. This gradation in height should be architecturally expressed to create a varied skyline.

- Locate the primary building entrance along the Connector Street.
- Design all buildings along the Connector Street as a sequence of buildings with variation in massing, articulation, and height, considering solar access and views, especially to the Neighborhood Park.
- In Area B, locate the tallest portion of the mid-rise along the Connector Streets, not the Residential Streets.
- Consider designing facades facing the Connector Street with large windows, balconies, and architectural articulation to create an animated environment.



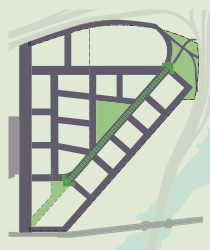
Ground floor units should have a buffer landscape at the windows for privacy and safety and to avoid protruding window accessories



ENHANCEMENT OPPORTUNITY

The Green Boulevard

The concept of the Green Boulevard is to create a central green neighborhood link along Willets Point Boulevard that connects all major public open spaces in the District and is itself a showcase of the best practices for streetscape design. It is an opportunity to use a distinctive design and material palette that incorporates lush landscapes, such as a double row of trees and integrated plantings throughout. The Green Boulevard is also envisioned as the central corridor of sustainable utilities and stormwater.



KEY PLAN



Figure 10. Illustrative view of the Green Boulevard
The above image depicts the intent of the design guidelines and is for illustrative purposes only



Lushly planted streetscapes in Washington, D.C.



3. Subarea Design Guidelines:

AREA B

Area B guidelines are organized into the following subsections:

3.5	RESIDENTIAL STREETS	119
3.6	NEIGHBORHOOD PARK	127
3.7	GREEN EDGES	131
3.8	CONVENTION CENTER	139



Area B is envisioned as a sustainable mixed-income neighborhood that is centered around a neighborhood park. Located in the restricted height zone and outside of the stadium entertainment area, the neighborhood provides a variety of housing types within an intimately-scaled urban fabric located along quiet, friendly, pedestrian-oriented streets.

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Residential Streets

The Residential Streets create a sense of community for Willets Point. Entrances to individual units and clusters of street furniture animate the sidewalk and create human scale. Robust, sustainable landscapes make each Residential Street a green link to the Neighborhood Park, which is within a block from most residential buildings in Willets Point.

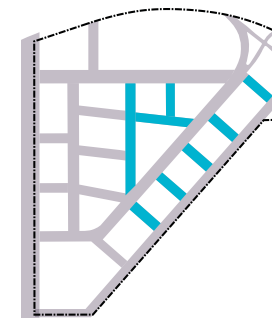


Figure 1. Diagram of the Residential Streets
The image at left depicts the intent of the design guidelines and is for illustrative purposes only



3.5 RESIDENTIAL STREETS Overview

INTIMATE NEIGHBORHOOD STREETS

The Residential Streets are the urban fabric of the residential neighborhood. They are envisioned to be short blocks with an intimate neighborhood feel and scale. Friendly, animated facades have frequent individual front doors and bay windows. Streetscapes are envisioned as pedestrian and family-oriented with locations for social seating and sustainable stormwater management that lead to the Neighborhood Park. Upper stories provide great views of the park and waterfront beyond.

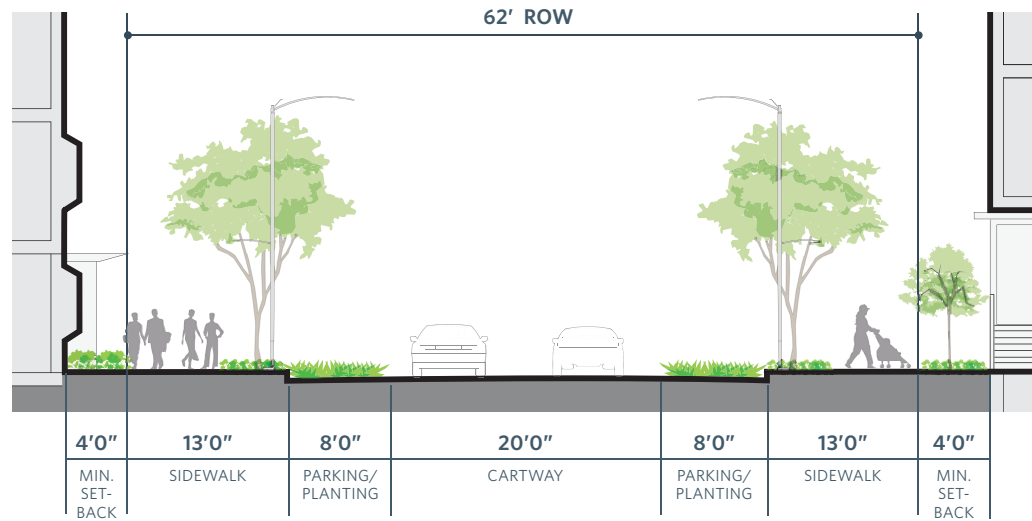
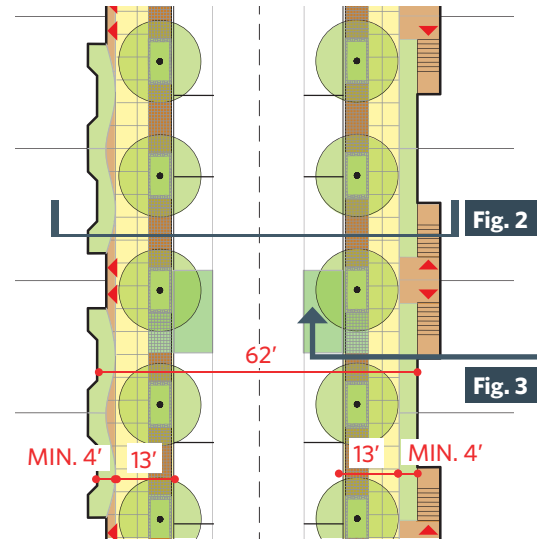
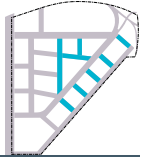


Figure 2. Illustrative plan and section of a typical Residential Street per SZD dimensional requirements

The above image depicts the intent of the design guidelines and is for illustrative purposes only



PUBLIC REALM GUIDELINES

See pages 122-123 for details.

Intimately-scaled Residential Streets are defined by their robust sustainable landscapes and an active sidewalk that supports a pedestrian-friendly urban environment.

3.5.1 Animated Streets

3.5.2 Sustainable Streetscapes

ARCHITECTURE GUIDELINES

See pages 124-126 for details.

Building facades on Residential Streets are lively edges that are articulated with individual entrances, planted setbacks, and an animated and varied streetwall.

3.5.3 Multiple Entrances on the Ground Floor

3.5.4 Animated Lower Base

3.5.5 Planted Setback Areas

3.5.6 Varied Street Wall



Figure 3. Rendering depicting the relevant Design Guideline topics
The image at left depicts the intent of the design guidelines and is for illustrative purposes only

3.5 RESIDENTIAL STREETS Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.5.1 Animated Streets

Creating a sense of community, these intimate Residential Streets should be designed to foster an animated and pedestrian-friendly urban environment that is akin to an outdoor living room for all the residents on any particular street.

- Design the streetscape with ample opportunities for sun-exposed and shaded public seating to encourage social activity.
- Provide other streetscape elements such as bike racks, trash receptacles and lighting at frequent intervals to support a pedestrian-friendly street environment.
- While on-street parking should be provided on all Residential Streets in order to create an active and safe environment, at certain key locations such as corner intersections or mid-block locations, consider expanding the sidewalk in place of parking to create a more generous pedestrian area. See Figure 4.
- At intersections, terminate the parking lane at least 35' from the curb where feasible to create an expanded pedestrian area. See Figure 5.
- Animate these expanded pedestrian areas with social seating, additional plantings or trees and other desirable streetscape amenities.
- Contiguous on-street parking is recommended not to exceed 4 spaces without the introduction of an expanded pedestrian green area.
- Although allowed per the SZD, avoid locating curb cuts for garage entries on these streets. Instead locate them on the Perimeter Streets.



Figure 4. Rendering depicting expanded pedestrian areas that can become animated nodes of additional streetscape amenities

The above image depicts the intent of the design guidelines and is for illustrative purposes only

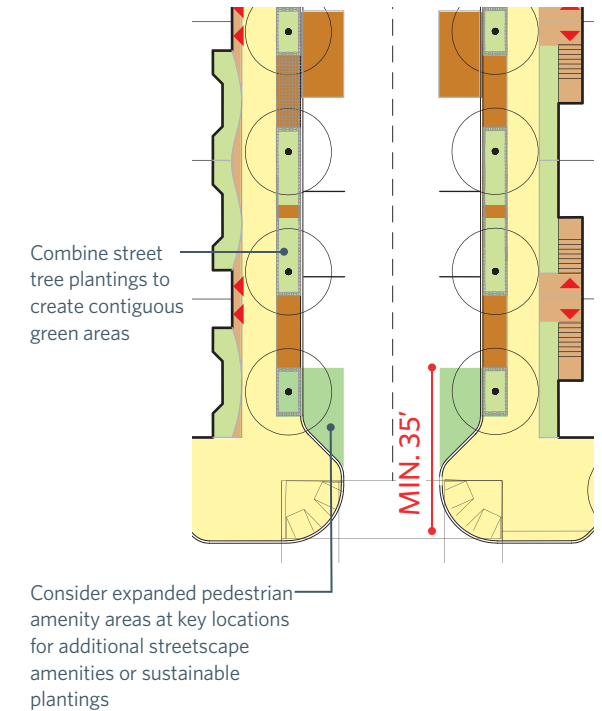


Figure 5. Illustrative Plan of a typical Residential Street

The above image depicts the intent of the design guidelines and is for illustrative purposes only



3.5.2 Sustainable Streetscapes

The Residential Streets are an opportunity to create intimate landscaped streets that can incorporate sustainable strategies for stormwater systems.

- Coordinate plantings in Expanded Sidewalks and along the Sidewalk Furnishing Zone in order to maximize landscape areas, providing a green edge to the sidewalk.
- In key locations, consider expanding the sidewalk in place of parking to create an area for site-wide stormwater systems. These may be in the form of low-impact development (LID) techniques, such as permeable paving systems that connect to underdrains with plantings for stormwater management. See Figure 6.



Figure 6. Rendering depicting LID systems that are incorporated into the parking lanes on the Residential Streets

The above image depicts the intent of the design guidelines and is for illustrative purposes only



The sidewalk should be designed with plantings throughout to provide a green environment and complement individual ground floor residential units

3.5 RESIDENTIAL STREETS Architectural Guidelines

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.5.3 Multiple Entrances on the Ground Floor

Per the SZD, each ground floor dwelling unit on a Residential Street shall be accessed directly from the street. The predominant ground floor character of all Residential Streets should be individual units that provide a human scale at the building base and create an enlivened streetscape.

- Major lobby entrances are not intended to be on these streets. Secondary building entrances may be provided on these streets but limited to a maximum of **20' in length**.
- Per the SZD, parking garage entries are allowed on these streets but should be integrated into the facade to create a friendly and safe environment and limited to a maximum of **20' in length**.
- On buildings that also front Perimeter Streets or Service Streets, provide access to parking garages from those streets and not Residential streets.

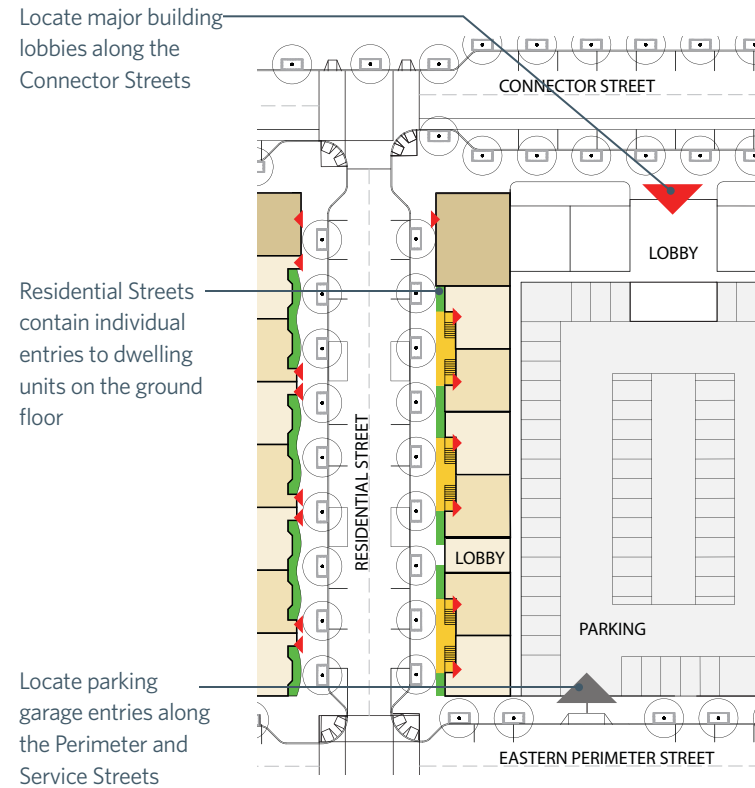
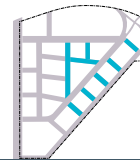


Figure 7. Plan diagram depicting a typical ground floor layout
The above image depicts the intent of the design guidelines and is for illustrative purposes only



Figure 8. Illustrative view depicting an animated lower base of a residential building
The above image depicts the intent of the design guidelines and is for illustrative purposes only



3.5.4 Animated Lower Base

The character of the lower base is key in defining the animated pedestrian street experience envisioned for the Residential Streets. The lower floors along the entire length of the street should be designed to create a strongly defined public space, articulated through residential entry stoops and gardens, bay windows, balconies and other features that provide a lively sense of activity and safety, connect indoor and outdoor spaces and complement the streetscape design.

- Use volumetric manipulations, projections, recesses, and variety in materials to create a pronounced lower base that relates in an immediate manner to activity at the street level.
- Expression of individual entrances through the use of awnings, canopies, bay windows or recesses etc. is encouraged. Pedestrian-scaled lamps may be provided in the setback zone to demarcate entries.
- Consider the use of distinctive materials in the setback entry area.
- Setback entry areas should not be used for storing garbage or recycling cans.
- Individual units may be accessed at grade or through a raised stoop. Use of stoops is encouraged as it accentuates individual entries, provides a human scale to the facade and creates a social space that fosters the sense of community in the neighborhood.
- Limit stoops to a **maximum of 4' above the ground**. Portions of facades that are below these raised stoops need to be designed in a manner that incorporates windows, screens or plantings to avoid blank and inactive facades.
- Integrate the design of stair and stoop railings with the overall language of the building and coordinate with railings elsewhere in the building.

DISCOURAGED:



Avoid blank, window-less facades and stoops that are raised higher than 4'



Avoid facades that don't provide entries to individual units at the ground floor

PREFERRED OPTIONS:

ARTICULATED BASE OF BUILDINGS



Articulated buildings that employ variety in materials and volumetric manipulations create a human scale at the lower base

ANIMATED ENTRIES AT-GRADE AND RAISED STOOPS



Individual entrances on the ground floor should be articulated through use of steps, stoops, canopies, bay windows, plantings etc. to create animated street facades

3.5 RESIDENTIAL STREETS Architectural Guidelines

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.5.5 Planted Setback Areas

Per the SZD, all open areas within the setback zone that front residential units need to be planted except for zones used for entries to individual units.

- Maximize continuous planted areas in the setback zone by grouping entries to ground floor dwelling units.
- Use plantings creatively to provide screens to inactive facade areas, especially in instances of raised entries to dwelling units.
- Planted areas may be designed to be flush-to-grade planting beds, hedges or raised planters.
- If the setback area provided for planting is more than 4', consider planting small trees.
- Select plantings that will add color and provide year-round greenery.
- Avoid planter walls more than 18" in height.
- Fenced edges are discouraged.



The planted setback area should contribute to the vitality of the streetscape and provide space for a personal garden at each entrance

3.5.6 Varied Streetwall – Upper Base

Facades of buildings on these streets should be lively edges that incorporate variation in building materials and integrate architectural elements such as balconies, bay windows, etc.

- Design facades with recesses, projections, and balconies in strategic and creative ways to foster an interactive environment as well as to reduce the perceived scale of long facades.
- As permitted by SZD, where possible, setback building facades at a height of 40' (instead of 60') to provide a more human scale at the base and variation in the streetwall.
- Incorporate outdoor terraces and balconies that can enjoy views to the Neighborhood Park, especially on park-facing Residential Streets.



The upper base should be articulated with varied massing and balconies to animate the street

Neighborhood Park

The Neighborhood Park is the heart of the residential neighborhood. It is envisioned as less than a block's walk from most residential buildings in Willets Point. It balances passive and active spaces to form a frequent destination for residents and visitors of all ages.

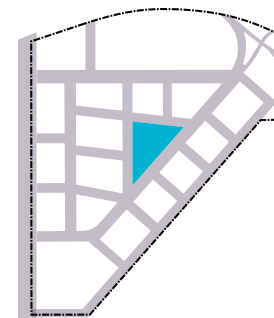


Figure 1. Diagram of the Neighborhood Park
The image at left depicts the intent of the design guidelines and is for illustrative purposes only

3.6 NEIGHBORHOOD PARK Overview

THE HEART OF THE NEIGHBORHOOD

The Neighborhood Park is the most significant green area in Willets Point and the heart of the residential area. It is envisioned as a focal point along Willets Point Boulevard. Serving primarily the resident population, the Park should include active, semi-active and passive spaces for all age groups with strong and porous connections to all residential streets as well as the school and community facility.

Figure 2, shown to the right, represents one of many possible layouts and is shown for illustrative purposes only to demonstrate programmatic and site planning goals, as described on the following pages.



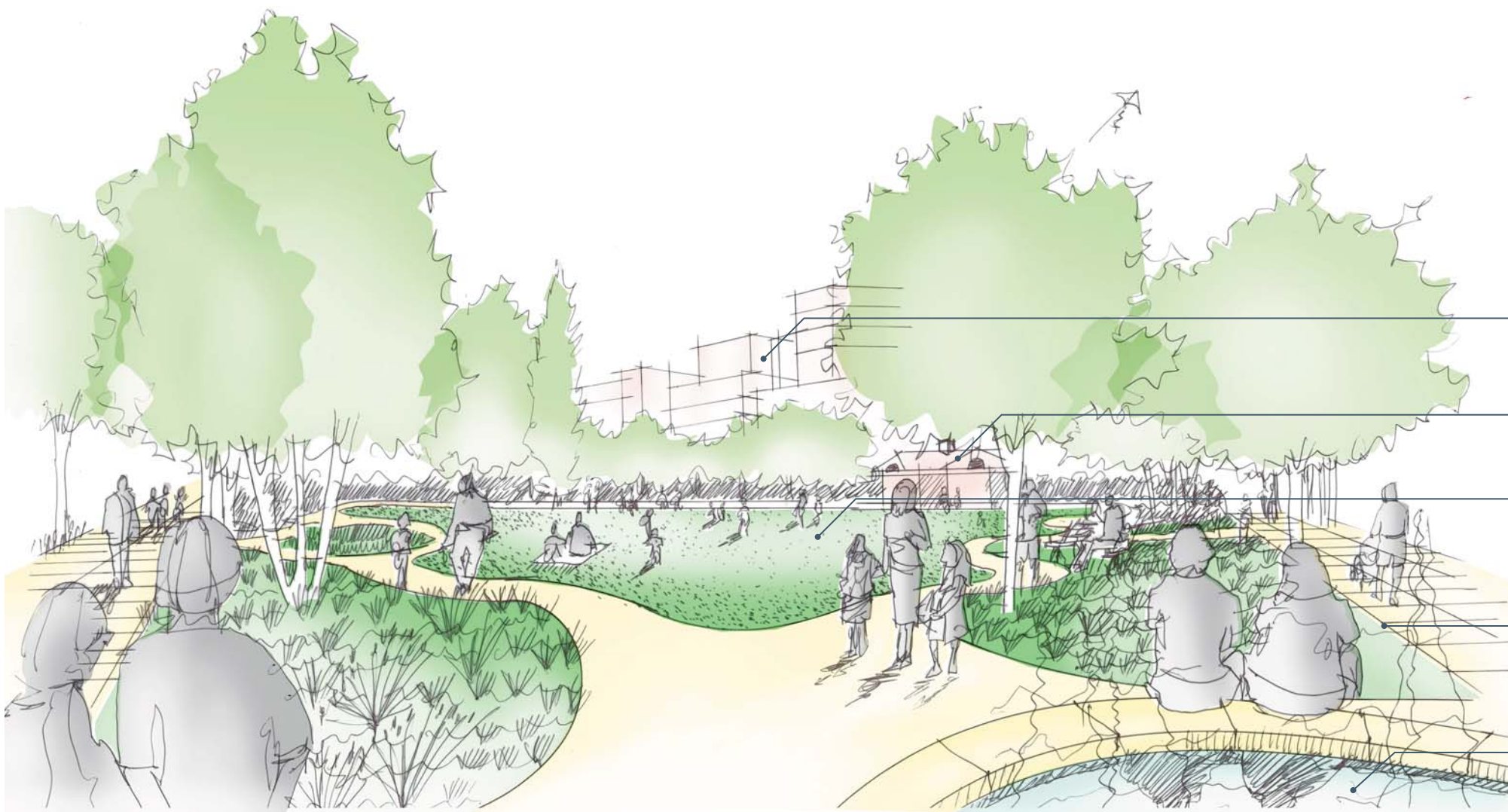
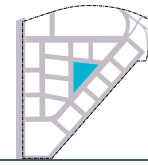
Figure 2. Illustrative diagram of the Neighborhood Park
The above image depicts the intent of the design guidelines and is for illustrative purposes only

PUBLIC REALM GUIDELINES

See page 130 for details.

The park should provide a sustainable landscape with activities and spaces for all ages.

- 3.6.1 Sustainable Landscape Identity**
- 3.6.2 Balance of Active and Passive Spaces**
- 3.6.3 Permeable Edges and View Corridors**
- 3.6.4 Buildings and Structures**
- 3.6.5 Links to School and Community Facilities**



- Locate the park in close proximity to the school or community center
- Include a park field house that is accessible from all areas of the park
- Provide both active and passive recreational spaces
- Design park edges for visual permeability with entrance points at all street intersections
- Consider integrating sustainable water features into the park

Figure 3. Illustrative sketch of the Neighborhood Park
The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.6 NEIGHBORHOOD PARK Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.6.1 Sustainable Landscape Identity

The park should have a recognizable landscape identity that can become a signature of the neighborhood.

- Incorporate visible sustainable strategies in strategic ways, such as special water features at entry points and within the park.
- Consider introducing topography in the park to enrich the experience and heighten the sense of scale.



Sustainability features can be integrated in interesting ways into active and passive play spaces

3.6.2 Balance of Active & Passive Spaces

The park should be designed for use by all age groups and include a balance of active, semi-active, and passive spaces.

These spaces may include the following:

- Multi-use fenced sport courts: basketball, handball, skateboarding, in-line skating, etc.
- Open lawn areas for informal soccer, football and frisbee play as well as for picnicking or sunning.
- Pathways with shaded seating.
- Paved plaza area with tables and chairs for lunchtime, concession dining or cultural events.
- Entry gateway with a fountain or feature and informal seating.
- Playground or tot lot with seating.



Balance active and passive uses in the park

3.6.3 Permeable Edges & View Corridors

The park is the largest public open space in the district. It should be an open and welcoming center of the neighborhood with strong connections to all areas of the neighborhood as well as the school and community facility.

- Design the park edge to have permeable entry points, or “green links”, at all pedestrian connections of street intersections.
- Integrate entry points into the edge design and consider including highly visible features such as sculpture.
- Provide continuous visual connections into and out of the park along all non-accessible edges.
- Limit all non-accessible edges in height by using designs such as curbs with low fences, low berms under 3’ in height, and/or trees and low plantings.
- The park should be open to the public according to standard NYCDPR regulations.



Design entry points to be highly visible, accessible, and marked by a special feature

3.6.4 Buildings & Structures

The park is encouraged to include a comfort station or concession structure that provides bathrooms, maintenance facilities and a small concession.

The building should be centrally located to all areas of the park and be architecturally integrated into the design and landscape of the park.

3.6.5 Links to School & Community Facility

The park and the school and community facility are envisioned to work together, creating a central public heart of the neighborhood. A direct connection is encouraged between these areas.

In addition, areas of the park such as playgrounds and sports fields may be shared by the school or community facility.



Areas of the park, especially sports facilities, may be shared with the adjacent school

Green Edges

The Green Edges create an identity for the highly visible perimeter of the Willets Point site. At the same time they shield passers-by from views of parking, service areas, and other back-of-house functions. They absorb the change in grade to the new street elevation and enable possible future expansion of the district.

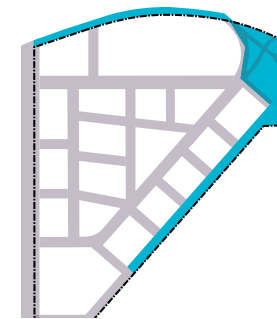


Figure 1. Diagram of the Green Edges

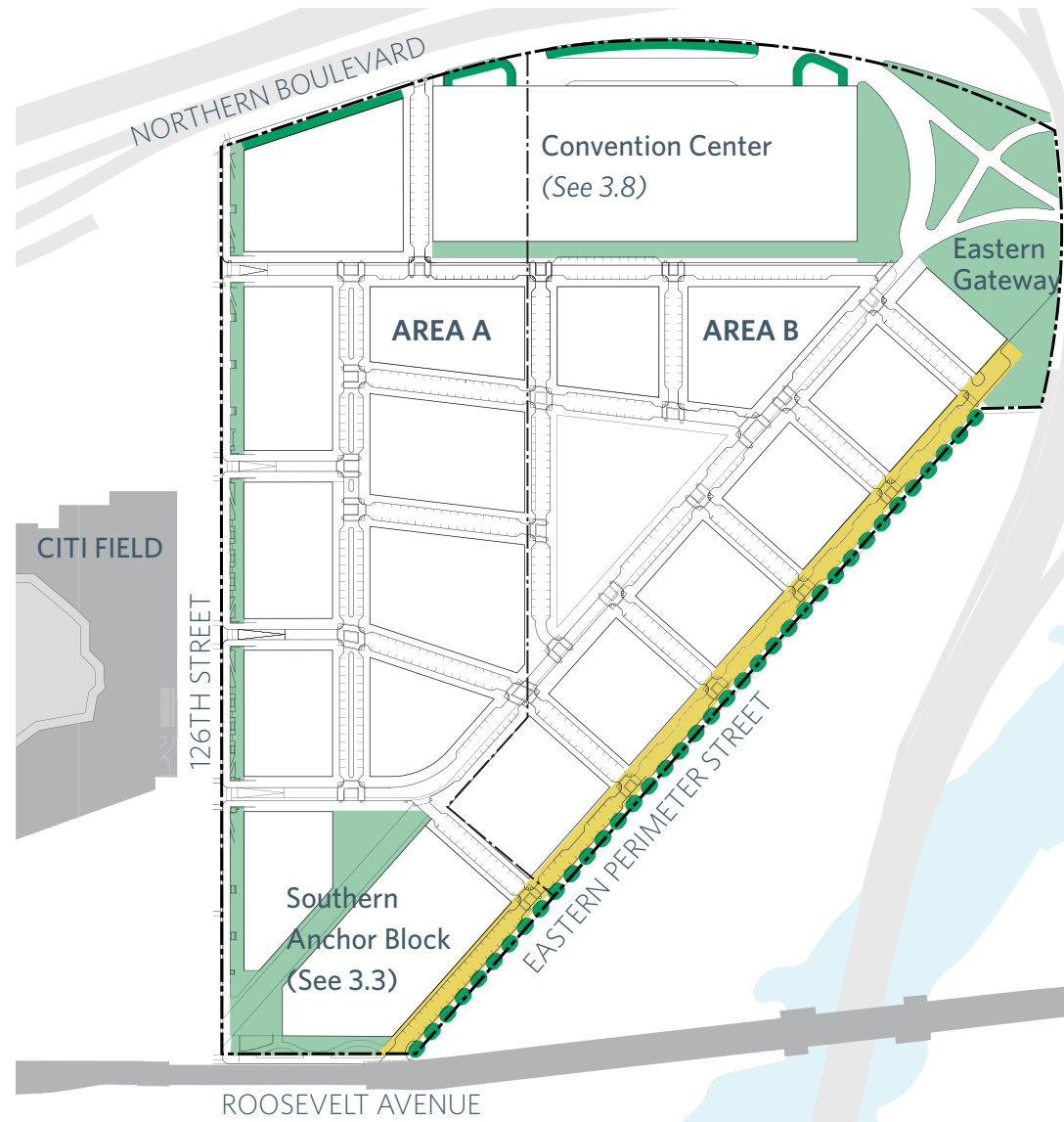
The image at left depicts the intent of the design guidelines and is for illustrative purposes only

3.7 GREEN EDGES Overview

GREEN EDGES OF THE DISTRICT

Green Edges refers to the Perimeter Streets of the District that are intended to portray a green and sustainable character for Willets Point. The buildings and landscapes along these streets will be visible from adjacent neighborhoods, especially Flushing and are intended to provide a dynamic and architecturally stimulating skyline and environment.

Connecting 126th Street to the Eastern Gateway, these Green Edges are also great opportunities for sustainable stormwater management, to mitigate pollution from the adjacent highways, shield parking and service areas and provide space for a grade change between new and existing elevations.



- Legend
- - - Landscape Buffer
 - Eastern Perimeter Street
 - Open Space Areas



Figure 2. Diagram showing the relevant Design Guidelines topics
The above image depicts the intent of the design guidelines and is for illustrative purposes only



PUBLIC REALM GUIDELINES

See page 136 for details.

The streetscapes are intended to be of the same high-quality standards found throughout the District.

3.7.1 Perimeter Landscape Buffer

3.7.2 Welcoming Eastern Gateway

See also, *Enhancement Opportunity: Eastern Gateway Green*, page 138

3.7.3 Curb cuts for Parking and Service

3.7.4 Roadway and Parking Lane

ARCHITECTURE GUIDELINES

See page 137 for details.

The buildings are encouraged to provide active facades that face outward towards the adjacent neighborhoods.

3.7.5 Active Ground Floor Character

3.7.6 Integrated Parking Garages

3.7.7 Varied Skyline



Figure 3. Perspective view of Eastern Perimeter Street

The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.7 GREEN EDGES

NORTHERN BOULEVARD

Although pedestrian access is limited along Northern Boulevard, the streetscape provides a critical link from 126th Street to the Flushing Promenade. A landscape buffer is intended to mitigate pollution from the highways as well as shield exposed parking at the lower floors. Along the Convention Center, the buffer also shields the view of the loading area. See Figures 4 and 5 and also 3.8 Convention Center.

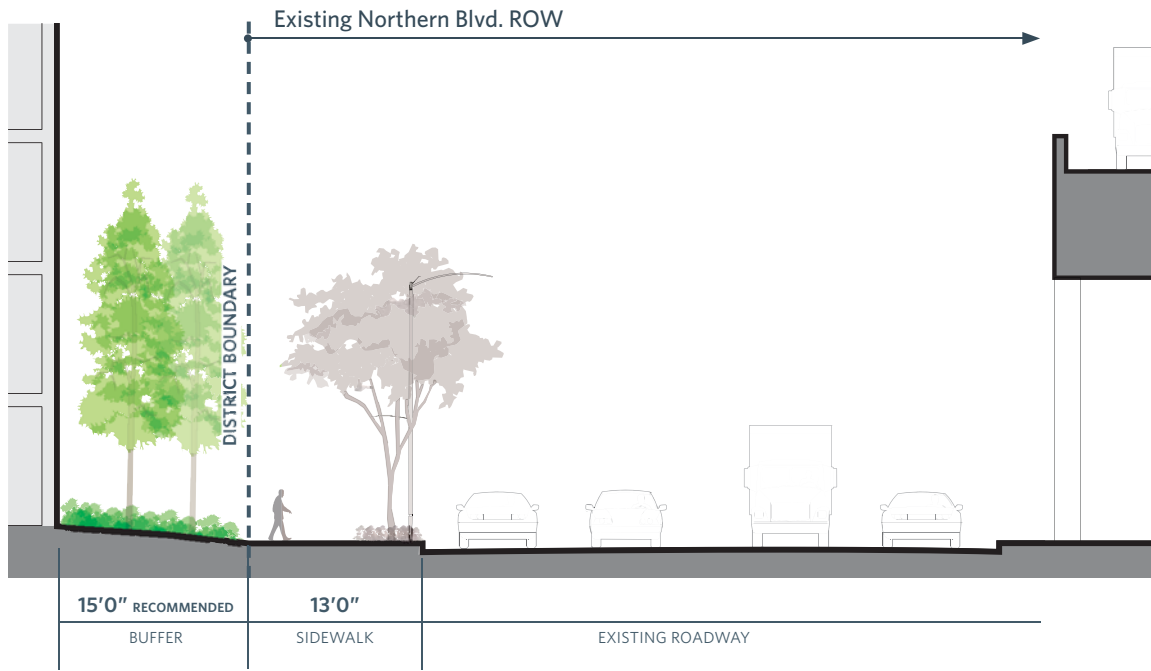
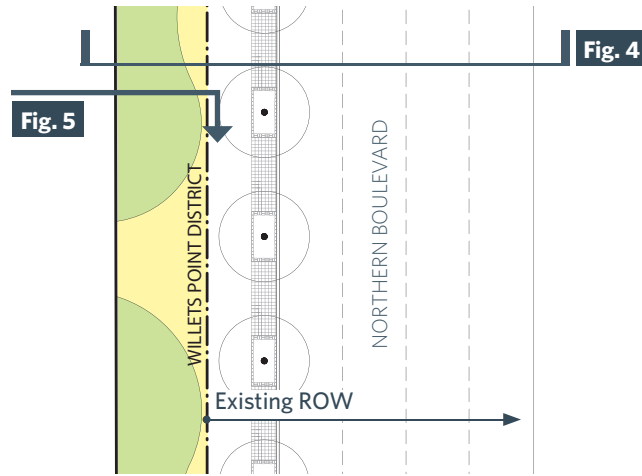
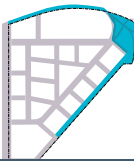


Figure 4. Typical plan and section of Northern Boulevard per SZD dimensional requirements
 The above image depicts the intent of the design guidelines and is for illustrative purposes only

Figure 5. Rendering of Northern Boulevard showing the relevant Design Guidelines topics
 The above image depicts the intent of the design guidelines and is for illustrative purposes only



EASTERN PERIMETER STREET

The Eastern Perimeter Street will be very visible from Flushing and is intended to have a visibly green edge. Although it is recommended that garage and loading occur on this street rather than the Residential Streets, the streetscape should be of similar pedestrian-oriented standards found throughout the District. Street trees should be provided on the far side of the street to allow them to mature at the same rate as those along the building frontage. See Figures 6 and 7.

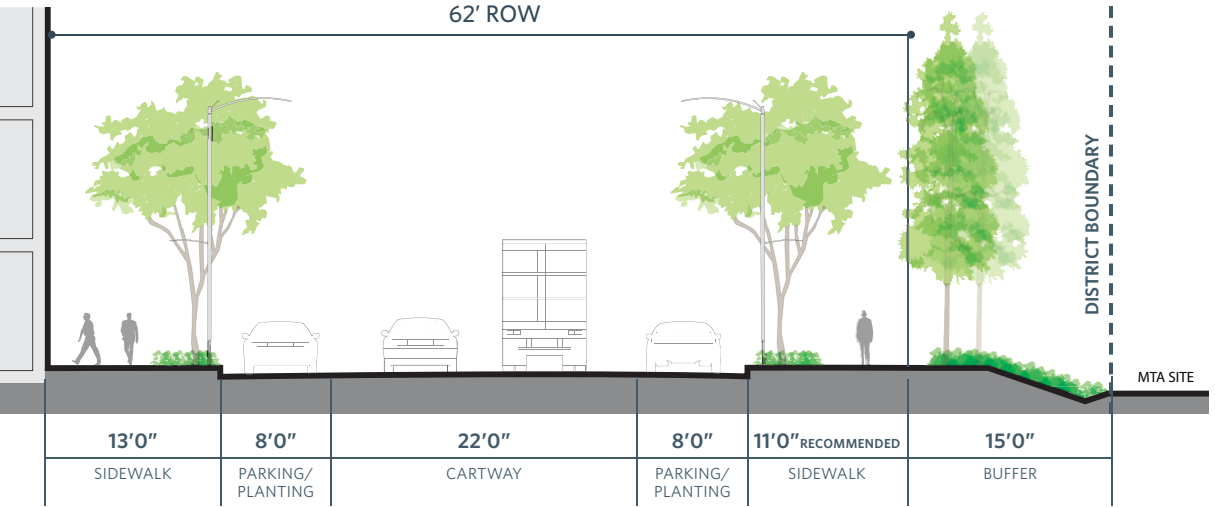
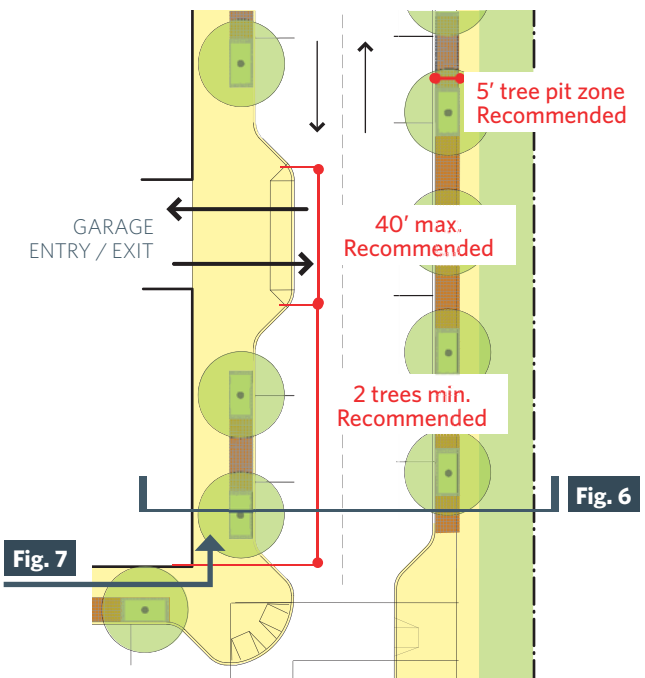
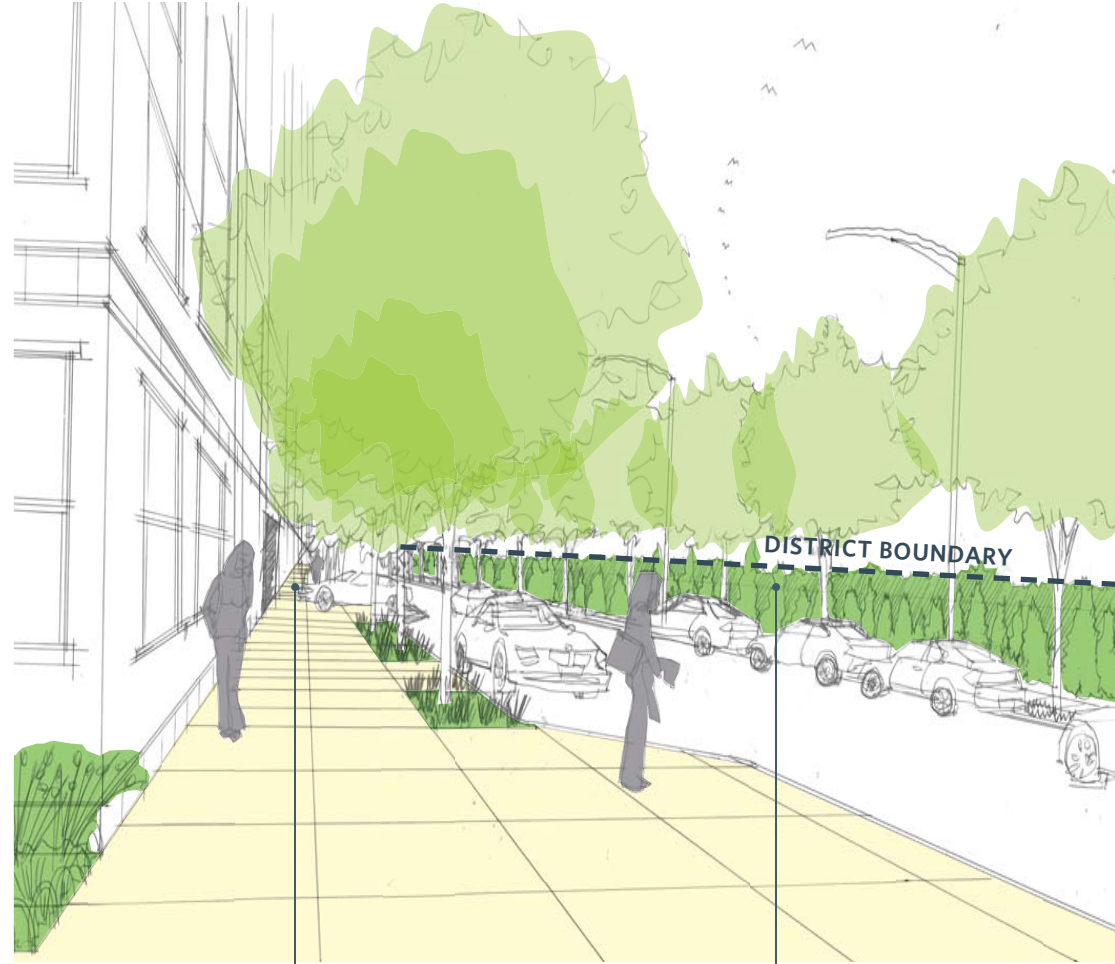


Figure 6. Typical plan and section of Eastern Perimeter Street per SZD dimensional requirements

The above image depicts the intent of the design guidelines and is for illustrative purposes only



Design pedestrian-friendly garage entrances that maintain a continuous sidewalk elevation

Use buffer plantings to shield the view of parking garages and provide a green edge to the District

Figure 7. Rendering of Eastern Perimeter Street showing the relevant Design Guidelines topics

The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.7 GREEN EDGES Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.7.1 Perimeter Landscape Buffer

Per the SZD, an 8'-15' (15' preferred) wide landscape buffer should be provided along the building frontage on Northern Boulevard and along the eastern boundary of Eastern Perimeter Street.

- **NORTHERN BOULEVARD:** Provide a continuous landscape buffer along the building frontage except at required entrances and exits. Design the buffer to effectively shield the parking garage facades and loading areas and mitigate air pollution. *See also 3.8 Convention Center for additional guidelines.*
- **EASTERN PERIMETER:** Provide a continuous landscape buffer along the sidewalk that is designed to provide year-round greenery and an effective shield to the MTA lot (should it remain undeveloped).
- Select plantings to provide year-round greenery that provides a green edge to the District as seen from afar.
- Design the buffer as an integral part of the streetscape that maintains a high-level of pedestrian safety and visibility, avoiding the creation of dark and hidden spaces.
- The buffers are also the primary device for negotiating the grade change between existing elevations and the district grade levels. They may be sloping or terraced but should not have fences or planter walls above 2' in height.
- Due to their linear nature and connection to the Eastern Gateway area, the buffers are an opportunity for sustainable stormwater management, such as bio-swales.

3.7.2 Welcoming Eastern Gateway

The Eastern Gateway connects Willets Point to the region.

- Design this gateway as a welcoming entrance into the District that integrates the new ramps into a pedestrian-oriented District entrance. *See also 3.4 Connector Streets.*
- Consider creating sustainable landscapes throughout the undeveloped land areas to create a green gateway.
- Provide landscapes around the building fronts facing the gateway to surround the District in greenery, connect with the landscape buffers along Eastern Perimeter Street and Northern Boulevard, and reinforce the green gateway.
- *See also Enhancement Opportunity: Eastern Gateway Green.*



Buffer plantings provide a year-round shield as well as an opportunity for sustainable stormwater management

3.7.3 Curb cuts for Parking & Service

Eastern Perimeter Street only

Vehicular entries should be located along the Eastern Perimeter Street in order to allow the adjacent Residential Streets to remain as pedestrian and family-friendly as possible. However, all curb cuts should prioritize the pedestrian and create a safe sidewalk.

- Design curb cuts to maintain a continuous sidewalk elevation.
- Seek to limit curb cuts for garage access to an **aggregate width of 40'**, instead of 60' as allowed per the SZD. Where a loading dock is required, the aggregate curb cut may be 60' per the SZD.
- Locate curb cuts a sufficient distance from the corner to allow for at least 2 street trees, placed 25' apart, between the curb cut and the street corner.

3.7.4 Roadway and Parking Lane

Eastern Perimeter Street only

Although the Eastern Perimeter Street is to be developed on only one side, it should be designed to function as a pedestrian-oriented neighborhood street in addition to a service corridor. This design allows for the integration of future development on the other side of the street.

- Although the SZD allows for up to 3 lanes of traffic, it is recommended that a maximum of 2 lanes be provided. This guideline will help ensure that the street remains pedestrian-friendly and maintains an urban character consistent with the District.
- The SZD allows for the provision of either a parking lane or Pedestrian Amenity Area. The provision of parking on both sides of the street is encouraged to maintain a safe and active neighborhood street.



Architectural Guidelines

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.7.5 Active Ground Floor Character

Although the Perimeter Streets are the preferred location for back-of-house facilities, these elements should be mitigated and integrated into the facade to create a friendly and safe environment.

- The required corner uses of residential, community, or commercial uses shall be at least 25' per SZD but are recommended to be **35'** to allow for a residential unit. Provide windows and/or doors at the ground floor to provide an active streetwall.
- At streetwall parking garages, provide active uses such as bike storage or other uses on the ground floor. Provide windows and pedestrian access (where appropriate) to minimize the amount of inactive facade at the ground floor. Consider designing spaces within the garage at the streetwall to allow for the possible future conversion to other active uses such as retail.
- Visually integrate service doors into the facade using high-quality materials consistent with the rest of the facade. Consider separating and dispersing service doors around the perimeter of the building as much as possible to prevent a long sequence in one location.
- Provide pedestrian-oriented facade lighting to create a safe night-time environment.



Successful example of a garage entry integrated into an active facade with windows



Example of a long sequence of poorly integrated service doors and grilles that create an unfriendly streetscape

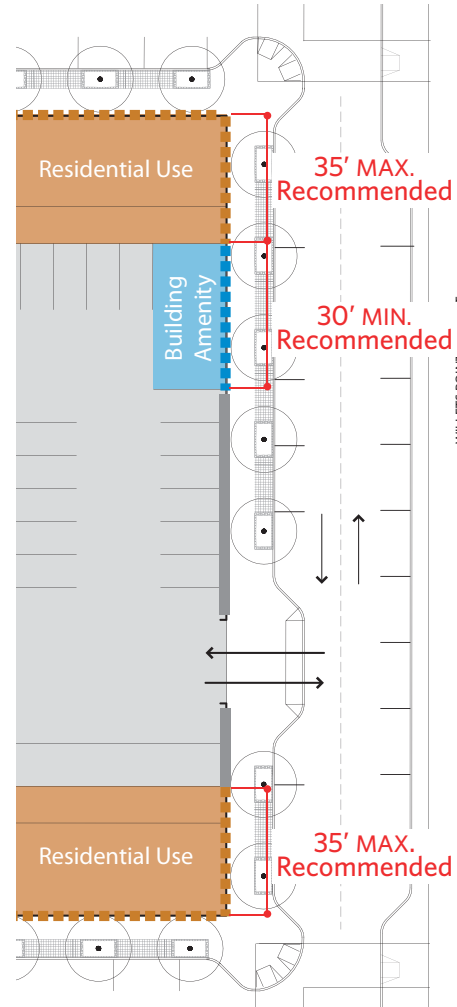


Figure 8. Diagram of a typical block along Eastern Perimeter Street
The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.7.6 Integrated Parking Garages

The streetwall containing the parking garage shall be designed to maximize integration of the parking garage into the overall facade in order to minimize its overall qualitative impact. See also Chapter 2 Design Quality Standards: Architecture.

- Clad the permitted 40' in height of streetwall parking garage using materials, colors, and textures that integrate with the rest of the facade.
- Although screening of the streetwall parking garage is not required on the Perimeter Streets, consider using architectural screens, lighting effects, greenwalls, or other visual devices.

3.7.7 Varied Skyline

The Perimeter Streets should provide a visually dynamic face and skyline to the District as seen from the neighboring areas including Flushing as well as from the adjacent highways and subway.

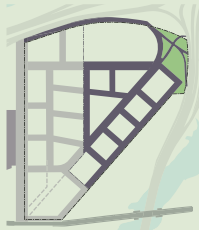
- The Perimeter Streets will contain both Area A and Area B buildings with a range of height limits. Emphasize this variation in the building massing to create a dynamic sequence of buildings and skyline as seen from within the District and from afar.
- Design taller buildings on both Perimeter Streets to take advantage of views from interior spaces to the bay, creek and city fabric beyond.

3.7 GREEN EDGES

ENHANCEMENT OPPORTUNITY

Eastern Gateway Green

The Eastern Gateway Green is a concept for a model combined open space and sustainability facility. Using the land of the northeastern parcels, an innovative stormwater management feature can also be a major public green space. This open space could be a showcase of sustainability for Willets Point, a learning opportunity for the community and the region, a pedestrian recreation area with links to Flushing Creek, as well as a major gateway feature. Examples of open spaces that combine major sustainability functions can be found in Austria (far right, top) and Portland, (far right, bottom).



KEY PLAN



Figure 9. Illustrative view of the Eastern Gateway Green

The above image depicts the intent of the design guidelines and is for illustrative purposes only



Naturalized stormwater management areas can also function as unique public open spaces



Convention Center

The Convention Center will be an icon that is fully integrated into a pedestrian-friendly urban neighborhood. Its porous and active street-front will provide public plazas and functions, while the expansive roof may be an opportunity for a sustainable and/or recreational feature.

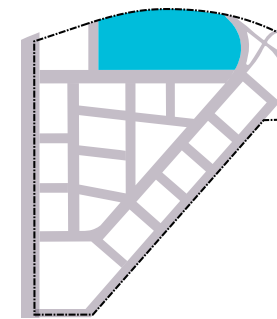


Figure 1. Diagram of the Convention Center

The image at left depicts the intent of the design guidelines and is for illustrative purposes only

3.8 CONVENTION CENTER

Overview

AN URBAN CONVENTION CENTER

The Convention Center at Willets Point will be a neighborhood and a district icon that is completely integrated into the surrounding urban fabric. With an articulated street frontage and a generously landscaped public plaza, it will provide a variety of pedestrian experiences, both for visitors and local residents. The building should be programmed to be active and open year-round in a manner that supports the adjacent retail, entertainment and residential uses.

With a significant surface area on its roof, the Convention Center provides an opportunity to both integrate sustainable features addressing water and energy into the design of the building and provide an elevated open space area and recreational amenity.

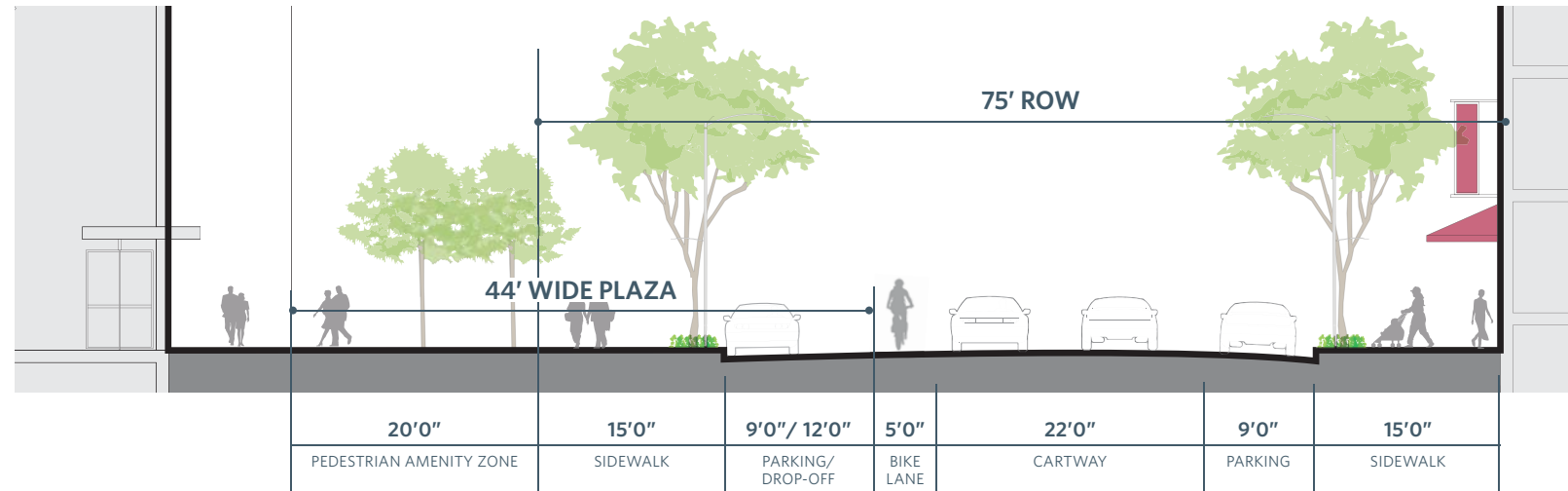
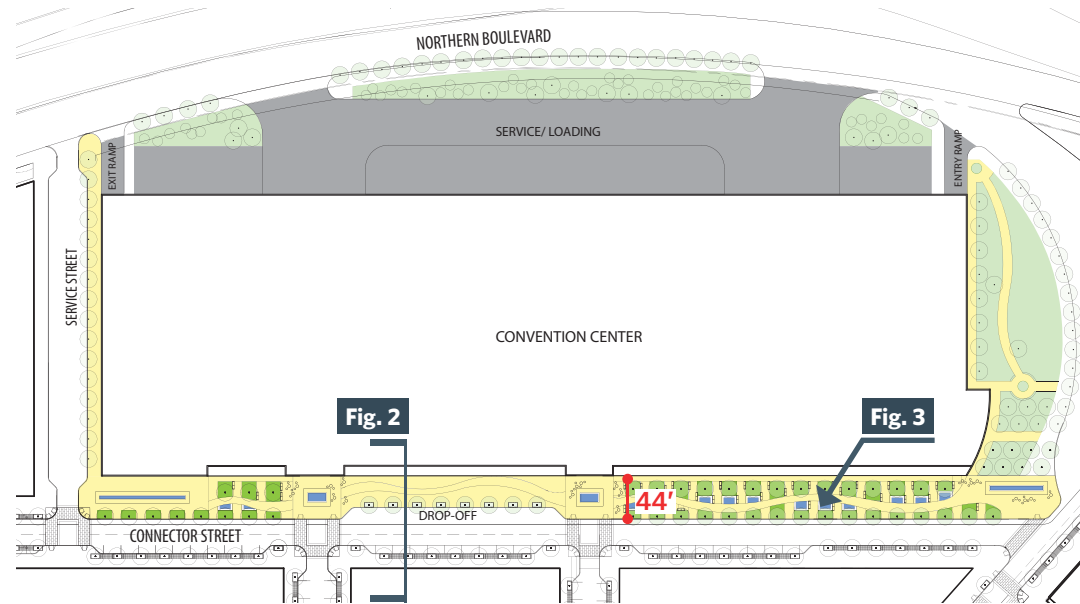
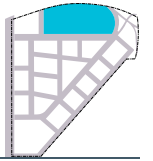


Figure 2. Illustrative plan and section of the Convention Center
 The above image depicts the intent of the design guidelines and is for illustrative purposes only



PUBLIC REALM GUIDELINES

See pages 142–143 for details.

Streetscapes and Plazas fronting the Convention Center are pedestrian-friendly public places that cater to both residents and visitors to the neighborhood.

3.8.1 Convention Center Plaza

3.8.2 Vehicular Access and Drop-off Zone

3.8.3 Landscape Buffer along Northern Boulevard

ARCHITECTURE GUIDELINES

See pages 144–145 for details.

The Convention Center is articulated with a building facade that is lively, transparent and fully integrated into the urban environment of Willets Point.

3.8.4 Urban Integration

3.8.5 Transparent and Articulated Facade

3.8.6 Public Programming

3.8.7 Sustainability Strategies

See also *Enhancement Opportunity: Convention Center Roof*, page 146.



Figure 3. Rendering depicting the Convention Center Plaza
The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.8 CONVENTION CENTER Public Realm Guidelines

For Guidelines regarding issues common to all streetscapes and open spaces, see Chapter 2 Design Quality Standards: Public Realm.

3.8.1 Convention Center Plaza

The Convention Center Plaza should be designed to be a welcoming place that both supports the volume of pedestrian movement associated with the Convention Center and functions as “a public place” for the residents and other visitors to the neighborhood. Incorporating hardscape, landscape and sustainable water features, it should be a memorable space that creates an identity for the Convention Center. See Figure 4.

- Design the plaza to cater to Convention Center visitors as well as other audiences by allowing for easy circulation through as well as offering opportunities for passive activities and small gatherings.
- Design the curbside area to coordinate with the overall language of the 34th street streetscape.
- Consider incorporating distinctive streetscape furniture, a double row of trees, sustainable plantings, public art, banners, etc. to create a memorable plaza.
- Emphasize the western and eastern ends of the Convention Center plaza with distinct elements, such as specialized paving, public art, water feature or other streetscape amenity while accommodating pedestrian movement.
- Provide a multiple sun-exposed and shaded seating opportunities for people having lunch or for people-watching.
- Consider designing the open space to undulate in form, merging it with the architecture of the building to create a multitude of spaces within the plaza.
- Provide Expanded Sidewalks at pedestrian crossings to facilitate pedestrian circulation and wayfinding.
- Consider the use of water in the landscape design as a sustainable feature.



Melbourne Convention Center



Oregon Convention Center



Montreal Convention Center

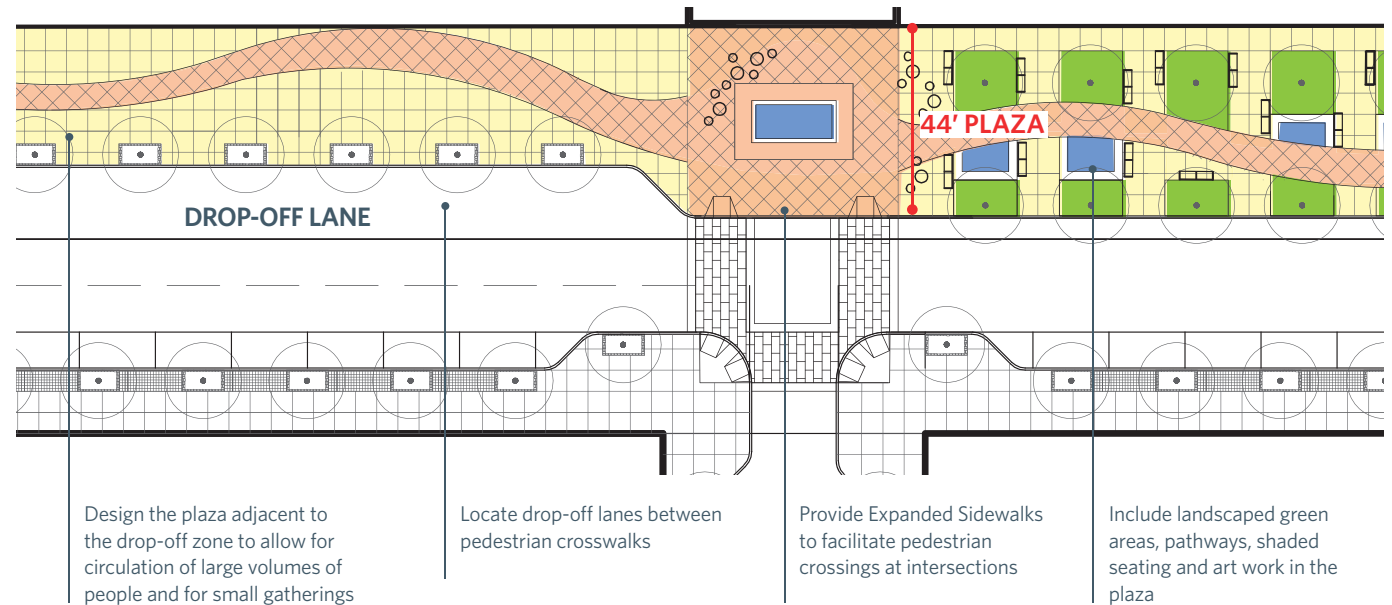
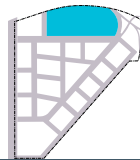


Figure 4. Plan Diagram depicting the plaza and the drop-off lane in front of the Convention Center
The above image depicts the intent of the design guidelines and is for illustrative purposes only



3.8.2 Vehicular Access and Drop-off Zone

Per the SZD, the 9' parking lane should be replaced by a 12' wide drop-off lane in front of the Convention Center. The maximum aggregate length of the drop-off should not exceed 300'.

- The primary entrance of the Convention Center is intended to be on the Connector Street. Drop-off lanes may be provided on the Connector Street but they should be limited to zones between pedestrian crosswalks, so that they don't interfere with pedestrian circulation. See Figure 4.
- Curb cuts are not allowed on the Connector Streets per the SZD. Locate all service and loading access and egress along Northern Boulevard or the Service Street.

3.8.3 Landscape Buffer along Northern Boulevard

Northern Boulevard provides convenient vehicular access to service the needs of the Convention Center. However it should also provide a landscaped edge and allow for safe pedestrian circulation.

- Per the SZD, provide a landscape buffer along the Convention Center frontage of Northern Boulevard. This buffer is recommended to be at least 15' wide and should provide year-round greenery that effectively shields views into the service and loading areas.
- Minimize curb cuts for service/loading entry and egress to allow for a continuous sidewalk along Northern Boulevard.
- Provide access to the parking garage for the Convention Center along Northern Boulevard aggregated with the service/loading entry and egress.



Buffer plantings provide a year-round shield as well as an opportunity for sustainable stormwater

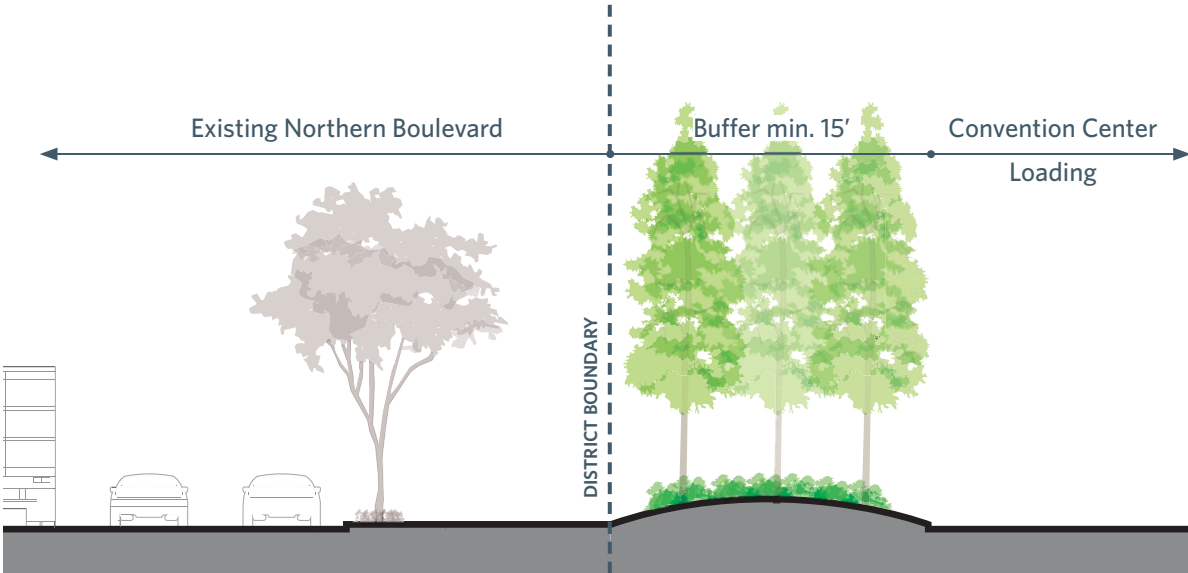


Figure 5. Section depicting the buffer along Northern Boulevard
The above image depicts the intent of the design guidelines and is for illustrative purposes only

3.8 CONVENTION CENTER Architectural Guidelines

For Guidelines regarding issues common to all building facades, see Chapter 2 Design Quality Standards: Architecture.

3.8.4 Urban Integration

The Convention Center at Willets Point is intended to be an icon that is fully integrated into its urban fabric. It is not intended to be a monumental gesture that feels out of scale with the neighborhood. The design of the building needs to be consistent with and reflective of the scale and character of its context and create a regional destination that is a part of an urban neighborhood.

Per the SZD, a Convention Center shall be located on a Connector Street and entirely within 600' from Northern Boulevard. Proximate to several major arterial highways and a transit corridor, the Convention Center is ideally positioned to take advantage of the extraordinary access and visibility in the metropolitan region.

CONNECTOR STREET

The Connector Street facade is intended to be the primary front face of the building. Adjacent to the Area A retail and entertainment uses, the western corner of the building should be designed as a beacon that is an extension of the shopping and dining experience of Willets Point. See Figure 6.

- If the Northern Anchor Block contains a hotel, consider providing a connection between the Convention Center and the Northern Anchor Block to facilitate the sharing of facilities. See Figure 6.
- Provide an architectural emphasis and focal point at the western and eastern ends of the building, that respectively connect to the Area A retail and entertainment district and the eastern gateway.

EASTERN GATEWAY

The eastern face of the Convention Center is a prominent facade that will be highly visible from the surrounding elevated freeways and the ramps leading to the Willets Point eastern gateway. Design the building to be welcoming and memorable and contribute to the experience of the gateway that is envisioned for this corner of the district. See Figure 6.

NORTHERN BOULEVARD

Northern Boulevard is seen as the preferred location for back-of-house, loading, service and parking facilities. Mitigate these elements by integrated them into the facade to create a friendly and safe environment.

For further details see 3.4 Connector Streets and 3.7 Green Edges.



Palais des Congres, Montreal



Convention Center, Boston



Convention Center, Charlotte

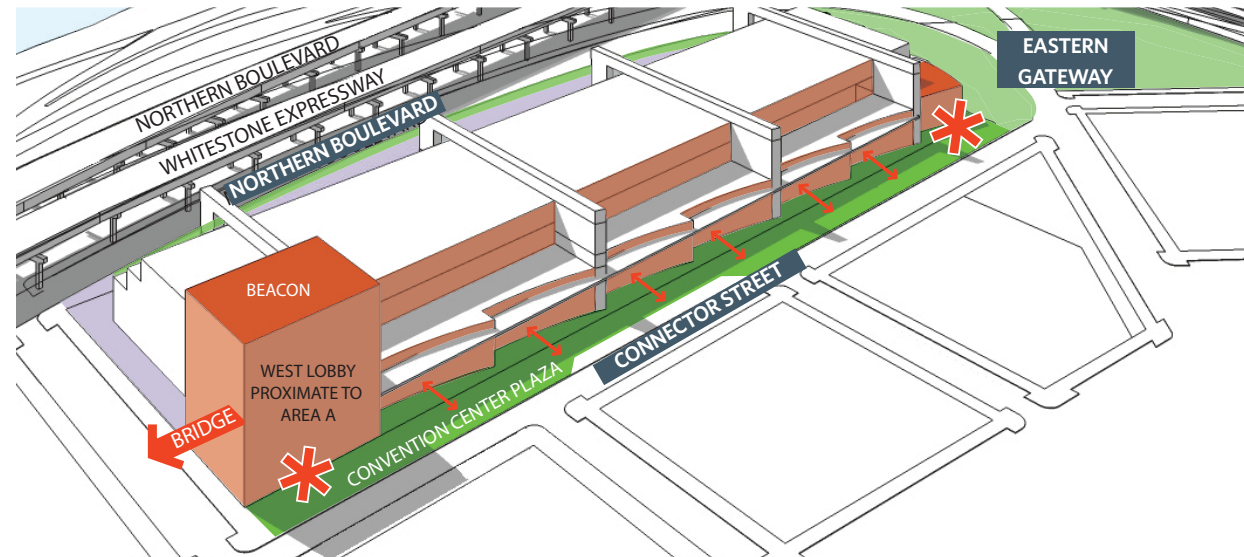
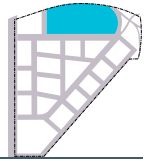


Figure 6. Diagram depicting the siting criteria of the Convention Center
The above image depicts the intent of the design guidelines and is for illustrative purposes only



3.8.5 Transparent and Articulated Facade

The facade of the Convention Center should be vibrant and active and not feel like a “box with docks”, especially as it addresses its main urban face along the Connector Street.

- Design the primary facade with a high level of transparency and variation in materials and massing to humanize its scale.
- While there might be one or two primary destination entries to the building, consider providing multiple secondary entries that can activate the facade along the Connector Street.
- Locate and design public areas of the building such as the lobby and the pre-function zone to be accessed seamlessly from the plaza and feel like an extension of the outdoor pedestrian areas.



Icahn Lab, Princeton



Convention Center, Phoenix

3.8.6 Public Programming

The Convention Center should remain open year-round and be programmed with active uses that can operate independent of exhibitions and expositions within the building.

- Consider making the lobby and pre-function areas along the Connector Street open to the general public. These spaces can integrate permanent galleries and art collections to add value and be a draw for non-convention audiences as well.
- Incorporate retail uses such as cafes and restaurants into the public portions of the buildings so that the Convention Center can serve both residents and visitors to the District.



Melbourne Convention Center, Australia

3.8.7 Sustainability Strategies

The Convention Center presents an opportunity to provide a major green building as well as visible sustainability. The roof of the Convention Center is an opportunity because of its large size, potential environmental impact, and high visibility from adjacent highways, upper levels of buildings, and airplanes flying overhead. See also *Enhancement Opportunity: Convention Center Roof* on the next page.

In addition to integrating the Convention Center within an urban fabric and vertically stacking uses to minimize the overall footprint, there are several current “best practices” relevant to Willets Point.

These “best practices” are:

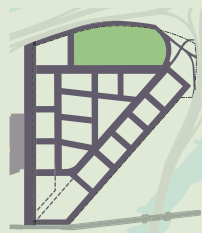
- Energy efficiency through day-lit lobbies and function spaces; energy-efficient building systems and controls; and the use of green power.
- Sustainable food service through the use of local and/or organic produce; sustainable packaging; and commercial food composting.
- Water conservation through the collection, filtration, and reuse of rainwater. Rain gardens and waterfalls can also be a major public amenity.
- Sustainable transportation through the provision of buses, subways, and bicycle support facilities, as well as being within walking distance to hotels.
- Material conservation through the use of recycled materials and recycling of construction waste.
- Community support through the donation of excess food to local charities and office supplies to local schools.
- Indoor air quality through monitoring and natural ventilation.

3.8 CONVENTION CENTER

ENHANCEMENT OPPORTUNITY

Convention Center Roof

The roof of the Convention Center is the single largest building surface in the entire District. It presents an incredible opportunity for use as a green roof for stormwater management, a public garden, or recreational athletic fields. The roof could be a major amenity for the neighborhood.



KEY PLAN



Figure 7. Illustrative view of the Convention Center roof use as athletic fields

The above image depicts the intent of the design guidelines and is for illustrative purposes only



Union City High School, New Jersey



Convention Center, Vancouver

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APPENDIX Guidelines Matrix

2 Design Quality Standards

	1.1 TRANSIT-ORIENTED DEVELOPMENT	1.2 A CONNECTED NEIGHBORHOOD	1.3 HIGH DENSITY MIXED-USE DISTRICT	1.4 LINKED NETWORK OF STREETS	1.5 SUSTAINABLE WATER MANAGEMENT	1.6 AN ENERGY-EFFICIENT DISTRICT	1.7 GREEN ARCHITECTURE	1.8 HEALTHY ENVIRONMENT
PUBLIC REALM								
2.1 Pedestrian-Oriented Streets and Sidewalks	●	●		●	●			●
2.2 Parks and Plazas		●		●	●			●
2.3 Trees and Plantings				●	●		●	●
2.4 Hardscape Materials	●	●		●	●			●
2.5 Street Furniture and Lighting	●	●		●		●		●
2.6 Grade Changes: Steps & Ramps								●
ARCHITECTURAL QUALITY								
2.7 Lower Base: Creating an Active Pedestrian Environment	●	●	●	●			●	●
2.8 Upper Base & Mid-rise: Ensuring Variety with Massing & Articulation	●		●				●	
2.9 Towers: A Varied and Interesting Skyline			●			●	●	
2.10 Roof Design			●		●	●	●	●
2.11 Wall and Window Design			●			●	●	
2.12 Signage Design			●			●		
2.13 Special Use Buildings	●		●		●	●	●	
2.14 Overall Design Quality	●	●	●	●	●	●	●	●

3 Subarea Design Guidelines

	1.1 TRANSIT-ORIENTED DEVELOPMENT	1.2 A CONNECTED NEIGHBORHOOD	1.3 HIGH DENSITY MIXED-USE DISTRICT	1.4 LINKED NETWORK OF STREETS	1.5 SUSTAINABLE WATER MANAGEMENT	1.6 AN ENERGY-EFFICIENT DISTRICT	1.7 GREEN ARCHITECTURE	1.8 HEALTHY ENVIRONMENT
AREA A								
3.1 126TH STREET								
3.1.1 Lower Sidewalk: Part of the NYC Public Street System	●	●		●				●
3.1.2 Transition Zone: Graceful Grade Change				●	●			●
3.1.3 Upper Zone: Outdoor Dining, Shopping and Strolling	●	●	●	●				●
3.1.4 Open and Inviting Corner Treatments				●				●
3.1.5 Two-Block Core Opposite Citi Field	●	●	●	●				
3.1.6 Emphasize Verticality of Towers							●	
3.1.7 Respond to Citi Field Massing		●	●				●	
3.1.8 Gateways at Connector Streets		●	●					
3.1.9 Spectacular Facade Features that Screen Parking	●		●				●	●
3.2 RETAIL STREETS								
3.2.1 Sidewalk Furnishing Area for Retail Streets	●		●	●				●
3.2.2 Storefront Activity Area	●		●					●
3.2.3 Pedestrian Amenity Zone				●				●
3.2.4 Pedestrian-Oriented Intersections and Crossings	●	●		●				●
3.2.5 Planted Median	●			●	●			●
3.2.6 Active Retail Lower Base	●		●				●	●
3.2.7 Upper Base Creates Consistent Streetwall			●				●	●
3.2.8 Mid-rise Articulated from Upper Base			●				●	
3.2.9 Towers Setback from Mid-rise	●		●				●	

1.1 TRANSIT-ORIENTED DEVELOPMENT
 1.2 A CONNECTED NEIGHBORHOOD
 1.3 HIGH DENSITY MIXED-USE DISTRICT
 1.4 LINKED NETWORK OF STREETS
 1.5 SUSTAINABLE WATER MANAGEMENT
 1.6 AN ENERGY-EFFICIENT DISTRICT
 1.7 GREEN ARCHITECTURE
 1.8 HEALTHY ENVIRONMENT

3.3 ANCHOR BLOCKS		1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
3.3.1	Entry Plaza	●	●		●	●			●
3.3.2	Pedestrian Corridor	●			●	●			●
3.3.3	Central Retail Plaza	●			●	●			●
3.3.4	Roosevelt Avenue Greenway	●	●		●	●			●
3.3.5	Signature Towers	●		●				●	
3.3.6	Framing the Pedestrian Gateway	●		●				●	
3.3.7	Building Base: Perimeter Facades	●	●	●				●	●
3.3.8	Building Base: Interior Facades	●		●				●	●
3.3.9	Visual Termini to the Primary Retail Street				●			●	●
3.3.10	Daylit Atria	●		●			●	●	●
3.4 CONNECTOR STREETS		1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
3.4.1	District Avenues	●	●	●	●				●
3.4.2	Streetscape Continuity	●	●		●				●
3.4.3	Pedestrian-oriented Retail and Transition Blocks	●		●	●				●
3.4.4	Green Residential Blocks	●			●	●			●
3.4.5	District Entrance: Eastern Gateway		●		●	●			●
3.4.6	Welcoming Gateways	●	●	●				●	
3.4.7	Active Retail and Transition Blocks	●		●				●	●
3.4.8	Area B Neighborhood Corner Retail			●					●
3.4.9	Animated Residential Buildings			●				●	

AREA B

1.1 TRANSIT-ORIENTED DEVELOPMENT
 1.2 A CONNECTED NEIGHBORHOOD
 1.3 HIGH DENSITY MIXED-USE DISTRICT
 1.4 LINKED NETWORK OF STREETS
 1.5 SUSTAINABLE WATER MANAGEMENT
 1.6 AN ENERGY-EFFICIENT DISTRICT
 1.7 GREEN ARCHITECTURE
 1.8 HEALTHY ENVIRONMENT

3.5 RESIDENTIAL STREETS		1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
3.5.1	Animated Streets	●			●	●			●
3.5.2	Sustainable Streetscapes				●	●			●
3.5.3	Multiple Entrances on the Ground Floor	●						●	●
3.5.4	Animated Lower Base	●						●	●
3.5.5	Planted Setback Areas				●	●		●	●
3.5.6	Varied Streetwall-Upper Base			●			●	●	●
3.6 NEIGHBORHOOD PARK		1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
3.6.1	Sustainable Landscape Identity				●	●			●
3.6.2	Balance of Active and Passive Spaces				●				●
3.6.3	Permeable Edges and View Corridors	●			●				●
3.6.4	Buildings and Structures							●	●
3.6.5	Links to School and Community Facilities			●	●				●
3.7 GREEN EDGES		1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
3.7.1	Perimeter Landscape Buffer		●		●	●			●
3.7.2	Welcoming Eastern Gateway		●		●	●			●
3.7.3	Curb cuts for Parking and Service	●		●					●
3.7.4	Roadway and Parking Lane	●	●						●
3.7.5	Active Ground Floor Character	●		●				●	●
3.7.6	Integrated Parking Garages	●		●				●	
3.7.7	Varied Skyline	●	●	●				●	
3.8 CONVENTION CENTER		1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8
3.8.1	Convention Center Plaza	●		●	●	●			●
3.8.2	Vehicular Access and Drop-off Zone	●		●					●
3.8.3	Landscape Buffer along Northern Boulevard		●	●	●	●			●
3.8.4	Urban Integration	●	●	●					●
3.8.5	Transparent and Articulated Facade	●		●	●			●	●
3.8.6	Public Programming	●		●					●
3.8.7	Sustainable Strategies			●	●	●	●	●	●

ACKNOWLEDGMENTS

WILLETS POINT DESIGN GUIDELINES

INTERAGENCY WORKING GROUP

New York City Economic Development Corporation
New York City Department of City Planning
New York City Department of Housing, Preservation and Development
New York City Department of Parks and Recreation

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