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

Increased pedestrian activity along Jamaica Avenue reinforces view dispersion at destination entrances such as Jamaica Market and Multiplex Cinemas.

There is a general lack of seating throughout the corridor. Few hydrants, tree pit shields, subway vents, and building elements have been observed as seating subdivisions.

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

Light from retail and local business facades contribute to a well-lit and inviting nighttime experience. Security gates on retail stores after closing hours detract from a pedestrian-scale environment.

There is a general lack of seating throughout the corridor. Few hydrants, tree pit shields, subway vents, and building elements have been observed as seating subdivisions.

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

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

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

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

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**QUEENS FAMILY COURT**

**ARCHER AVENUE**

**EXISTING CONDITIONS SUMMARY**

**STUDY AREA MAP**

- **Light industrial area in transition to new uses including mixed commercial, residential and hotel use.**
- **Large commercial buildings (6-12 story) on the north side with good solar access.**
- **Many parking garages along the corridor.**
- **View corridor is directed by continuous linear rail viaduct. Grade changes and curved road geometry interrupt direct views.**
- **Narrow parcels along rail viaduct are used for linear transit shelters and parking.**
- **Triangular site currently utilized for bus transfers with resulting awkward road operations and geometry. Unsafe for pedestrians.**
- **Unpleasant pedestrian environment noisy amid high traffic volumes, minimal pedestrian amenities, and no solar access.**
- **Few public spaces with seating along corridor. Queens Family Courthouses steps are used as seating and have good solar access.**

**Notes:**

- Many ground floors are comprised of "back of house" elements such as driveways, service entrances, back walls, mechanical uses, and vents.
- Large, standardized bus shelters and newsstands dominate narrow sidewalk.
- Sidewalks vary along corridor 6 to 14 feet wide. Very few pedestrian facilities along the roadway.
- Capped tree coverage on northern side, no landscaping on southern side. Larger plane tree species toward the east with standard tree beds.
- Good to poor sidewalk conditions, with varying materials of concrete and brick pavers.
- Long pedestrian crosswalks at intersections with faded markings. Some intersections without pedestrian crossings.
- Big-box retail developments toward the east of corridor, result in blank facades and surface parking environments.

**Legend:**

- Study Corridor
- Open Space
- Planned Development
- Building Footprint
- Private Open Space
- Bus Lanes
- Station Entrance
- Public Plaza
- Passenger Waiting Area
Sutphin Boulevard is a busy street with buses, private vehicles, and pedestrians. Surface parking lots cause conflict when vehicles pull in and out of the sidewalk.

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

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

Local neighborhood retail stores are located throughout the corridor.

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

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

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

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

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

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

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

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

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

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

Where bus-only lanes operate in both directions along Sutphin Boulevard. Parking is permitted in-bus lanes outside of rush hours, typically from 4pm.

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

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

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

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

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

Transportation facilities along Sutphin Boulevard, including LIRR, AirTrain, and the Sutphin Boulevard Archer Avenue subway station, generate high volumes of pedestrian activity.
Bus stops and shelters are points of congestion in the sidewalk as people travel to residential, retail, civic, and religious destinations.

Historic building facades are juxtaposed with contemporary architecture styles.

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

The scale of buildings vary greatly along the corridor.

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

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

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

Regional retail destinations such as Small local retail and use cluster at the intersection of Parsons Boulevard and Hillside Avenue.

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

Jamaica Center - Parsons/Archer subway stop is a gateway to Downtown Jamaica.

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

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

Existing Conditions Summary

Parsons Avenue is serviced by subway entrances at both Archer Avenue and Hillside Avenue (shown above), generating significant pedestrian volumes.
**MERRICK BOULEVARD EXISTING CONDITIONS SUMMARY**

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

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

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

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

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

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

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

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

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

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

New tree pits and landscaping near the Queens Library.

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

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

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