LR Item 3
Project Description

1. **INTRODUCTION**

The New York City Department of City Planning (DCP), together with the New York City Department of Housing Preservation and Development (HPD), New York City Department of Transportation (DOT), New York City Department of Citywide Administrative Services (DCAS), and New York City Economic Development Corporation (EDC), is proposing a series of land use actions including zoning map amendments, acquisition and site selection by the City, designation of an Urban Development Action Area (UDAA), approval of an Urban Development Action Area Project (UDAAP) and disposition of City-owned properties, City map amendment, and zoning text amendments (including modifying the Special Long Island City Mixed Use District and establishing Mandatory Inclusionary Housing [MIH]) (collectively, the "Proposed Actions"), to facilitate the implementation of the objectives and recommendations derived from many years of planning work in and around Long Island City by community members, elected officials, and City agencies, and through the City's on-going community engagement process within the neighborhood land-use plan ("The OneLIC Neighborhood Plan" or "Neighborhood Plan" or "OneLIC") focused on the Hunters Point North area of Long Island City (LIC).

The Proposed Actions would affect an approximately 54-block area (the "Project Area"), primarily in Queens Community Districts (CDs) 1 and 2, and generally bounded by the mid-block between 39th Avenue and 40th Avenue, between 21st Street and 23rd Street, and Queens Plaza South to the north, the East River and 5th Street to the west, 47th Avenue, 46th Road, and the mid-block between 44th Drive and 45th Avenue to the south, and 24th Street to the east.

Specifically, the Proposed Actions include:

- **Zoning map and text amendments** to:
    - Amend zoning districts within the Project Area;
    - Expand and modify the Special Long Island Mixed Use District (Special LIC District);
    - Modify the Northern Hunters Point Waterfront Access Plan (WAP) for the waterfront blocks within the Project Area; and
    - Designate Mandatory Inclusionary Housing Areas within the Project Area.

- **Designation of Urban Development Action Area (UDAA), project approval of an Urban Development Action Area Project (UDAAP), and disposition of City-owned property:** HPD seeks UDAA designation, UDAAP approval, and disposition approval of Queens Block 24, Lot 7 to facilitate a mixed-use development consisting of approximately 320 income-restricted units with retail and/or community facility uses.

- **Disposition of Non-Residential City-Owned property:** DCAS is seeking disposition approval for the following City-owned properties to facilitate the future development of these sites to permit housing, waterfront open space, and a mix of commercial, retail, industrial, and/or community-facility uses:
    - Queens Block 488, Lot 11 is under the jurisdiction of New York City Department of Transportation (DOT)

- Queens Block 488, Lot 15 and Block 489, Lot 23 are under the jurisdiction New York City Department of Small Business Services (SBS)
- Queens Block 489, Lot 1 is under the jurisdiction of New York City Department of Education (DOE)

- In addition, DCAS is seeking **disposition approval** for the following City-owned properties to facilitate the disposition of a negative easement on the undevelopable lots that contain the ramps to Ed Koch Queensboro Bridge. Following the approval of the disposition actions, EDC would sell the development rights to interested parties on adjacent zoning lots through a competitive Request for Proposal (RFP) process. The development rights would be used on receiving sites for an as-of-right use pursuant to zoning or subject to future discretionary approvals, if necessary.
  - Queens Block 428, Lots 12, 13, 16 and Block 429, Lots 13, 15, 29 are under DOT's jurisdiction

- **Combined Acquisition and Site Selection:** DCAS and EDC are seeking the acquisition and site selection of waterfront portions of a property located on Queens Block 488, part of Lot 114, to facilitate the creation of a publicly accessible open space along the East River waterfront.

- **City map amendment:** demapping and mapping of new and existing streets to facilitate enhanced circulation and permit open space along the waterfront.

The Proposed Actions would facilitate the following projected development over a 10-year time horizon:

- Approximately 14,699 new housing units
  - Approximately 4,300 permanently income-restricted affordable housing units including approximately 320 affordable units in a development on a publicly owned site;
- Approximately 3.5 million square feet of new commercial, office, and retail space;
- Approximately 292,000 square feet of community facilities space; and
- And a decrease in approximately 790,000 square feet of industrial space.

The Proposed Actions would build upon LIC's status as one of Queens' primary central business districts. The neighborhood's ample transportation accessibility and unique waterfront present an opportunity to generate a significant number of new homes, deliver more open space and community facility opportunities, increase access to diverse jobs and training, and plan for infrastructure improvements to add to the area's overall resiliency. These actions would be reinforced by investments into local community resources and the public realm to improve sustainability, safety, mobility, and neighborhood connectivity, through public input and engagement in this overarching Neighborhood Plan.

The Proposed Actions reflect the ongoing community engagement process with the local Community Boards, community residents, business owners, community-based organizations, elected officials and other stakeholders to accomplish the following objectives:

- Create more housing for people at a range of income levels
- Create a connected, resilient, and accessible waterfront from Gantry State Park to Queensbridge Park.

- Meet the infrastructure and community needs of a growing neighborhood while mitigating future and current climate impacts.
- Support the diversity and vitality of Long Island City's unique and thriving economy.
- Make it easier for Long Island City residents to access neighborhood resources and amenities

An overview of the study area, the engagement process, the purpose and need for the Proposed Actions and their specific components are described below.

2. BACKGROUND TO THE PROPOSED ACTIONS

Study Area History

The area was historically home to the Mespeatches Indigenous People. Maspeth, a neighborhood directly east of LIC, derives its name from this group. LIC's early history began along Newtown Creek, where a Mespeatches village existed. It is said that around 1664, early European settlers paid the Mespeatches a small amount of wampum (Indigenous currency) and supplies to take control of an area amounting to approximately 2,200 acres of land. The area remained as primarily farmland for the following centuries.

During the 19th century, LIC's proximity to the East River, Newtown Creek, and Anable Basin, led many heavy industrial businesses to establish along the waterfront and its surrounding blocks. In 1870, LIC was incorporated as an independent city merging the villages of Astoria, Ravenswood, Hunters Point, Blissville, Sunnyside, Dutch Kills, Steinway, Bowery Bay and Middleton. A decade prior, a ferry service opened in Hunters Point South. During this time, prior to the opening of Pennsylvania Station in 1910, the western terminus of the Long Island Rail Road (LIRR) was located in LIC. LIRR trains would terminate in LIC, and passengers would then take ferries to Manhattan. This connection marked the start of LIC's rapid development, led primarily by industrialization and transportation access.

At the turn of the 20th century, LIC was incorporated into the City of New York and large-scale transportation infrastructure projects, such as the Queensboro Bridge and subway stations, were completed around this period. In the late 1930s, construction of the New York City Housing Authority (NYCHA) Queensbridge Complex began and the City acquired 15 acres of land between Vernon Boulevard and the East River to construct Queensbridge Park. LIC's industrial core grew throughout the first half of the 20th century with the development of heavy manufacturing and large-scale food production plants. In 1961, the area was zoned with manufacturing zoning districts, reflecting the concentration of industrial uses. Large portions of the study area was zoned with manufacturing districts that permit the heaviest industrial uses. However, in the second half of the 20th century, industrial activity in Long Island City began to decline as globalization and New York City's financial crisis pulled many industrial jobs out of New York City.

Beginning in the 1980s, LIC economy began to broaden to include office space, art institutions, and educational institutions. Underutilized industrial sites across the wider LIC area were being adaptively reused or redeveloped to house a mix of commercial and residential uses. In 1983, Silvercup Studios, a film and television production company, began operating in the former Silvercup Bakery building which redeveloped the former industrial building into 400,000 square feet of sound production stages. Today, Silvercup Studios is the largest of many film and media companies that make LIC's a center of NYC's creative economy.

The City sought to support a mixed-use community in Hunters Point South and to create a 24-hour pedestrian-oriented central business district in and around the Court Square and Queens Plaza areas. As a result, the City initiated a series of studies and rezonings in the 1990s and 2000s that are reflected in Long Island City today. In 1990, One Court Square, also known as the Citigroup building, was developed as a 50-story, 658-foot tall office tower, which at the time was the largest commercial building to be constructed in Queens . When the building was constructed it was first of its kind in an area mostly characterized by low-rise housing, auto shops, and manufacturers. Today, the Citigroup building is among a handful of large-scale commercial developments in this area, and is tenanted by many companies that choose to locate their New York offices in LIC's formidable central business district.

Areas immediately surrounding the Study Area continued to develop into mixed-use neighborhoods with significant residential density added throughout the end of the 20th century. Efforts from the State included the development of Queens West and Hunters Point South in the late 1990s and continue today with the planned construction of the final two parcels at Hunters Point South. DCP supported the continued development of Hunters Point, Court Square, Queens Plaza and Dutch Kills by introducing mixed-use zoning districts through a series of zoning map amendments and establishing a special district text in the area.

In 2005, the Bloomberg administration adopted a citywide Industrial Business Zone (IBZ) policy to support and grow industrial jobs in NYC. The policy sought to strengthen areas with large industrial employment bases through tax incentives, business supports, and a commitment to not pursue residential rezonings in these areas. Today, Long Island City is one of 21 IBZs, and includes much of the OneLIC Project Area. The LIC IBZ is home to a variety of industrial uses such as life sciences, media and entertainment, breweries, and distribution. Employment in Long Island City has been characterized by a declining industrial sector and a growing office sector. Since 2000, industrial job losses in LIC were offset by growth in non-industrial sectors, while the OneLIC study area has not experienced the same non-industrial growth.

Since the 2001 rezoning, the predominant type of development in the LIC Special District has been mixed-use buildings with primarily residential uses. This has resulted in the construction of over 21,000 housing units within a half mile radius from the OneLIC Project Area since 2010. Because LIC was last rezoned in 2001, which was prior to the 2014 of the City's Mandatory Inclusionary Housing (MIH) Program, these developments have not been subject to MIH provisions, which require new residential buildings to set aside 20-to-30 percent of residential floor area for permanently income-restricted units.

While the larger LIC area has experienced residential growth in the last two decades, much of the Project Area remains zoned for low- and medium- density manufacturing. Therefore, virtually no housing has been developed within the Project Area.

The OneLIC Project Area has not benefitted from the rezoning efforts of the past several decades and remains to be governed by outdated zoning districts that were mapped in 1995. The area being considered for zoning and land use changes under the OneLIC Neighborhood Plan is a significant piece in a patchwork of zoning changes in the area that have contributed to the growth and development of LIC. Properties along the waterfront have been subject to private, developer-led proposals in the last 10 years, all of which were withdrawn prior to entering the Uniform Land Use Review Procedure (ULURP), the City's public review process. While these planning efforts helped to raise key concerns and opportunities from residents and local workers, none of them took a comprehensive approach that coordinated changes to zoning along with local investments in City programs, capital projects, and policies.

Today, much of LIC's industrial past remains in built form. As the city's industrial economy declined as a result of globalization and changing needs for space, the LIC's economy has since broadened to include commercial office space, art institutions, and learning institutions such as LaGuardia Community College and the City University of New York (CUNY) School of Law, which have been able to repurpose industrial lofts and redevelop underutilized sites. However, much of the study area remains low-density industrial buildings that are constrained in their ability to provide room for growth and diversification.

Previous Planning Efforts and Land Use Actions within the Project Area

Public Efforts

Past planning efforts and land use actions had several objectives and included the following: to bring longstanding residential homes and uses into conformance; to protect the industrial base of the neighborhood; and to recognize that residential and industrial uses had successfully co-existed in this area for decades.

The LIC Special District was established in 1995 and has since been expanded numerous times through 2008, including sections of the Queens Plaza and Hunters Point sub-districts within the special district.

Northern Hunters Point Waterfront Access Plan (1997)

In 1997, DCP established a Waterfront Access Plan (WAP) at the Northern Hunters Point Waterfront, implementing several of the public waterfront access recommendations that were outlined in DCP's 1993 *Plan for Long Island City: A Framework for Development*. The Northern Hunters Point Waterfront was sub-divided into 12 parcels based on existing and anticipated ownership patterns. New developments within certain zoning districts on zoning lots with at least 100 feet of shoreline and a minimum of 10,000 square feet of lot area are required to provide a minimum 40-foot shore public walkway and an upland connection between the shore public walkway and the first upland street. A supplemental public access area must also be provided if the required shore public walkway and upland connection area falls below 15 percent of the total lot area. In addition, a visual corridor is required across waterfront zoning lots.

Certain elements of the WAP apply to all parcels while others are modified on a parcel-by-parcel basis as described in Zoning Resolution Section 62-951 paragraph (f). To date, the WAP has not yielded any completed waterfront open space as the area has not been redeveloped since its establishment.

Special Long Island City Mixed Use District (2001)

In 2001, DCP established the Special Long Island City Mixed Use District (LIC Special District) in the core of LIC, extending diagonally along Jackson Avenue between Vernon Boulevard in the south to 41st Avenue in the north. (C 000406 ZMQ) The changes in the 2001 LIC Rezoning implemented key land use recommendations from the DCP's *Plan for Long Island City: A Framework for Development* which was released in 1993. Recommendations from the Framework included:

- Support light industrial development in LIC's industrial Core, along Newtown Creek and near Sunnyside Yards East, by establishing low density light manufacturing zoning districts. This was implemented through zoning map and text amendments in 1995;

- Create opportunities for moderate density mixed-use development in Hunters Point South by rezoning key commercial corridors. This was implemented through zoning map and text amendments in 1995;
- Attract people to the East River waterfront by establishing a Waterfront Access Plan (WAP) to create a continuous waterfront esplanade between Hunters Point South and Queensbridge Park. A WAP was adopted in 1997, the first such plan in the city and;
- Facilitate moderate and high-density mixed-use development between Court Square and Queens Plaza to further the City's goal of increasing development opportunities outside of Manhattan. This was implemented through zoning map and text amendments in 2001.

The LIC Special District was further expanded throughout the 2000s to include the Queens Plaza, Hunters Point, and Dutch Kills subdistricts, mapping paired residential and manufacturing districts at varying densities. Following these zoning changes, the area was developed with high-and-medium-density mixed-use developments that resulted in thousands of new housing units but only delivered a minimal amount of income-restricted housing.

LIC Core Neighborhood Plan (2015)

In 2015, DCP launched the LIC Core Neighborhood Planning Study. Building upon past planning work, the study area included nearly 50 blocks anchored by transit hubs at Queensboro Plaza, Queens Plaza, and Court Square. The study sought to foster commercial development and job creation; ensure income-restricted housing by implementing MIH; identifying new capital and service investments; and identify economic opportunities to benefit neighborhood residents and businesses. The study was ultimately withdrawn, however, it laid the groundwork for the proposal subject to this application, culminating in the OneLIC Neighborhood Plan.

LIC Innovation Center (2017)

In 2017, EDC initiated the Long Island City Innovation Center (LICIC) project, which proposed a series of land use actions to facilitate the redevelopment of two City-owned sites into a 1.75 million square-foot mixed-use development. The development was set to include over a thousand housing units, including MIH units, a school and waterfront open space. The project was withdrawn in 2018.

Private Efforts

42-02 Vernon Boulevard (1991)

In 1991, the CPC approved an application to rezone a six-acre waterfront site between 900 feet south of 43rd Ave and between Vernon Boulevard and the East River (C 890367 ZMQ). The application, put forth by R.A.K Tennis Corporation, rezoned an M3-1 district to R7A zoning district with a C2-5 commercial overlay on the eastern portion of the site, closest to Vernon Boulevard, and an R9 district on the remainder of the site. Subsequent applications included a mapping of 44th Street west of Vernon Boulevard and established a restriction declaration (D-138) to ensure the design, construction, maintenance and operation of a proposed 20,000 square foot public waterfront esplanade and for a building envelope with mandated setbacks to establish appropriate waterfront urban design controls. The adoption of this map amendment was prior to the adoption to the modern Special Regulations Applying in the Waterfront Area found in the Zoning Resolution, Article VI Chapter 2, which were not adopted until 1993. Redevelopment has not

occurred since the mapping actions, the zoning map amendment, and the establishment of the restrictive declaration.

Silvercup West (2006)

In 2006, the City Council adopted an application to rezone five lots located south of the Queensboro Bridge, between Veron Boulevard and the East River (C 060326 ZSQ). The application, put forth by Silvercup Studios, rezoned an M1-4 district to a new Special Mixed Use District (MX-9) with an underlying zoning of M1-5/R10. The rezoning was intended to facilitate a large-scale mixed-use development, known as Silvercup West, which would include a film and television production studio and towers containing residential, office, retail, and community facility uses and waterfront public open space. Since the rezoning however, the project's special permits expired, and no development has occurred.

YourLIC (2016-2020)

Between 2016 and 2020, a coalition of four private developers sought rezoning efforts in a 28-acre area in and around the Anable Basin and East River waterfront, including two City-owned lots on 44th Drive. YourLIC proposed high-density, mixed-use zoning districts to facilitate 10-12 million square feet of redevelopment. This proposal was withdrawn before entering the public review process.

Nearby Land Use Actions and Initiatives Outside of the Project Area

In addition to the above, several past use actions and major initiatives have taken place within the OneLIC Project Area's immediate surroundings.
Public Efforts

Queens West (2014)

Directly to the south of the project area is Queens West, a multi-phased development project led by New York State's Empire State Development Corporation (ESDC). This project spans 70 acres along the western Queens waterfront spanning from Anable Basin to Newtown Creek. Queens West resulted in the remediation and redevelopment of former industrial waterfront property along the East River. It was organized into 21 development parcels, 16 of which were designated for a total of 6.4 million square feet of residential development that included 20% of units below market rate. Queens West was approved in 1990, subject to the state-led General Project Plan (GPP) which is not subject to City zoning regulations. The GPP has since been amended to transfer portions of the project area south of 50th Avenue to the City of New York. Upon completion of the project in 2014, Queens West provided over 4,600 units of housing, over 170,00 square feet of retail amenities, the development of new public streets and infrastructure including two public schools, and the construction of Gantry State Park, which includes 13 acres of parkland.

Hunters Point South (2010)

In 2010, the Queens West GPP was amended to transfer 30 acres south of 50th Ave to the City for the development of Hunters Point South, a mixed-use, mixed-income multi-phased development along the

waterfront. The proposal was led by EDC, HPD and the New York City Department of Parks and Recreation (DPR). To facilitate this project, EDC proposed a series of land use actions (N 080363 ZRQ) which included zoning map amendments to change M3-1 districts to R10 and R7-3 districts, the mapping of parkland, the establishment of the Special Southern Hunters Point District (SHP), and the establishment of the Newtown Creek Waterfront Access Plan. The project also led to the creation of Hunters Point South Park, a waterfront park that includes playgrounds, adult fitness equipment, a dog run, a basketball court and a 30-foot-tall cantilevered platform for viewing the skyline.

As of the winter 2025, five of the Hunters Point South parcels have been developed into 3,249 housing units, 34,561 square feet of commercial and retail space, 34,126 square feet of community facilities, and two schools (Hunters Point Campus and P.S. 384). When complete, Hunters Point South will contain approximately 5,000 units of housing, over 60 percent of which would be income-restricted through city subsidies and tax incentives. An 11-acre waterfront park was completed in 2018 and the Hunters Point South branch of the Queens Public Library opened in 2019. HPD is in the process of soliciting proposals for the redevelopment of the last two remaining parcels, located on Centre Boulevard between 54th and 56th Avenues.

Private Efforts

Amazon HQ2 (2018)

In late 2018, Amazon, a global online retailer, announced their search for a second headquarters (HQ2) and proposed to locate on the Anable Basin waterfront. Their relocation to LIC was expected to generate between 25,000 and 40,000 jobs over the course of 10 years. In addition, Amazon committed to providing workforce development programs, 3.5 acres of new waterfront open space, and hundreds of millions of dollars of infrastructure investments, including school seats. The project was withdrawn in 2019.

Historic Districts and Landmarks

Designated in 1968 by the NYC Landmarks Preservation Commission (LPC), the Hunters Point Historic District (LP-0450) is an approximately one-block district in the Hunters Point neighborhood of LIC. Located along 45th Avenue between 21st and 23rd Streets, the district is noted for its rowhouses comprising a unique variety of architectural styles ranging from Italianate to French Second Empire. Construction of these rowhouses began in the 1870s and development continued on the block through the end of the 19th century. The LPC designated the historic district based its distinctive character in the area.

The Queensboro Bridge (LP-0828) was designated as an individual landmark by the LPC in 1974. The bridge was completed in 1908 and was opened to the public in 1909 for pedestrian, vehicle, and trolley uses. Noted for its vital connection between Queens and Manhattan, architectural interest, and engineering achievement, the bridge stands today as a major vehicular, bicycle and pedestrian connector between these two boroughs.

Designated in 1982 as an individual landmark by the LPC, the New York Architectural Terra Cotta Works Building (LP-1304) is a two-story building located along Vernon Boulevard, just south of the Queensboro Bridge. The site is the former office headquarters of the New York Architectural Terra Cotta Company. As the only major manufacturer of architectural terra cotta, the company had a pronounced role in the

development of New York City's buildings. The landmarked building is the last remaining remnant of the company and is currently vacant.

City of Yes Text Amendments

In 2023 and 2024, DCP proposed a series of three zoning text amendments, known collectively as City of Yes, to address the city's current needs: 1) City of Yes for Carbon Neutrality (COYCN) was adopted in December 2023 to update zoning regulations to help the City achieve climate goals; 2) City of Yes for Economic Opportunity (ZEO) was adopted in March 2025 to modernize zoning rules to help businesses find space and grow, support entrepreneurs and businesses, boost growing industries, and enable more vibrant streetscapes and corridors; and 3) City of Yes for Housing Affordability (CHO) was adopted in December 2025 to enable more housing and a wider variety of housing types in every neighborhood to address the housing shortage and high cost of housing throughout the City. Most relevant to the OneLIC Neighborhood Plan are CHO and ZEO. ZEO is relevant to the Proposed Actions as it created new manufacturing districts to encourage the development of job-intensive loft-like buildings, which were common types of development prior to the establishment of the 1961 Zoning Resolution. ZEO also created a new tiered framework for streetscape regulations to encourage active, dynamic and pedestrian-centered corridors. This framework has been applied, with some modifications, as part of the zoning text for the OneLIC Neighborhood Plan. CHO proposed a variety of components to address the City's housing shortage, the most relevant being the increase in maximum FAR and maximum building heights applied to all residential zoning districts for new buildings that provide income-restricted dwelling units. The Proposed Actions as part of the OneLIC Neighborhood Plan were designed to be complementary with these changes.

Ongoing Citywide Efforts (2020-2025)

In September 2024, DCP launched the NYC Industrial Plan, outlined in Local Law 172-2023, which aims to support existing and new development of industrial and manufacturing businesses and jobs through a comprehensive framework. The Industrial Plan will explore how the City can best support the development of a modern and growing sustainable industrial economy and well-utilized industrial areas. This plan will be developed by DCP, EDC, and SBS, with input from other relevant City agencies and stakeholders. The outcomes of this framework are yet to be determined as its planned completion is slated for December 2025.

BSA Applications

In the past 20 years, there have been a few applications approved by the BSA within the Project Area, primarily consisting of variances to allow residential use within the M1-4 zoning district. The most recent and relevant BSA application was a variance to permit a 23-story mixed-used building with 226 dwelling units at 45-40 Vernon Boulevard (233-15-BZ). This BSA approval enabled an adaptive reuse of a historic loft building previously occupied by Paragon Paint and Varnish company until 1988. The variance, which was granted in 2022, permitted residential development in a manufacturing district and the creation of approximately 8,000 square feet of publicly accessible waterfront open space, which was the first such space providing access to Anable Basin from Vernon Boulevard.

Current Proposal and Engagement

To facilitate public engagement for the OneLIC Neighborhood Plan, a consultant was selected and dozens of City and State agencies took part in planning efforts. To reach a broad cross-section of the neighborhood and capture a diverse array of feedback, the engagement process involved a variety of formats, meeting venues, and meeting times. In November 2023, the OneLIC planning process kicked off with a town hall to introduce the neighborhood plan and receive initial feedback from community members.

To identify neighborhood priorities, focus area meetings, which are meetings dedicated to discussing and receiving feedback on various neighborhood issues, were held on the following topics: (1) housing, (2) economic development and arts & culture, (3) transportation, (4) open space, and (5) climate resiliency. Focus area meetings consisted of a mix of presentations, interactive activities, and break-out group discussions led by the engagement consultant, DCP, and other City agencies. Discussions from these focus area meeting culminated into community recommendations, which consists of seven shared goals and 47 draft strategies for new policies, capital projects, programs, and services to address the current and future needs of LIC residents. These goals, priorities, and strategies were captured in a draft strategies booklet which was published in June 2024.

In June 2024, DCP released a draft land use framework, identifying four geographic sub-areas and a mix of goals and visions for growth within the OneLIC Project Area:

- North & Court Square Sub-Area: encourage residential and commercial growth near transit.
- Industrial Core Sub-Area: support industrial and commercial clusters and encourage new job-generating uses.
- Waterfront Sub-Area: encourage high-density mixed-use development and require public access improvements to the waterfront.
- Corridors Sub-area: encourage higher density mixed-use residential development where not permitted today.

In the Fall and Winter of 2024, DCP hosted a series of community workshops to gather recommendations on the design of waterfront open space and a key waterfront public site along Vernon Boulevard. Informed by feedback and recommendations gathered from these events, the City developed a Modified Northern Hunters Point Waterfront Access Plan (detailed below). This feedback is reflected in a Community Priorities Report which will inform a future Request for Information (RFI) that the City will issue for the public site.

3. DESCRIPTION OF THE PROPOSED PROJECT AREA

Project Area

The Proposed Actions would affect an approximately 54-block area, bounded by the mid-block between 39th Avenue and 40th Avenue, between 21st Street and 23rd Street, and Queens Plaza South to the north, the East River, Anable Basin and 5th Street to the west, 47th Avenue, 46th Road, and the mid-block between 44th Drive and 45th Avenue to the south, and 11th Street, 23rd Street, 24th Street, and the mid-block between 24th Street and Crescent Street to the east, and located within Queens Community Districts (CDs) 1 and 2.

Prominent corridors within the Project Area include Vernon Boulevard and 21st Street which run north-south, and Queens Plaza South and 44th Drive, which are east-west corridors. The Project Area consists of commercial, mixed-use, and non-residential sub-areas with varying building typologies.

Given the distinct land use patterns comprising the Project Area, the area is described below in three separate subareas. They are the Waterfront, Long Island City Industrial Business Zone (IBZ), and Inland Sites.

Waterfront

Waterfront subarea consists of approximately 0.5 miles of frontage along the East River and Vernon Boulevard, including frontage along Anable Basin, an inlet off the East River. Eight parcels account for over 42 acres of Long Island City's waterfront. Anable Basin measures approximately a quarter-mile long and 150 feet wide. It is lined with a cluster of buildings that reflect LIC's industrial legacy currently consists of vacant, unimproved lots and underutilized low-rise warehouses.

The waterfront subarea is also home to three City-owned sites all located around the intersection of 44th Drive and Vernon Boulevard. The northern portion of 44th Drive is developed with a six-story loft building ("Vernon Building") that is currently managed and occupied by the New York City Department of Education (DOE). The lots (Block 489, Lot 1 and Block 488, Lot 11) total approximately 103,700 square feet and is mapped with an M1-4 zoning district. The site is a hub for DOE operations across the five boroughs and largely used for storage, office space and other citywide administrative uses. To the west of the Vernon Building is an accessory parking lot for municipal employees and is under the jurisdiction of the NYC Department of Small Business Services (SBS). The lots (Block 489, Lots 23 and 15) total approximately 136,000 square feet and is mapped with M1-4 zoning district.

South of 44th Drive is developed with a one-story building that is operated by the DOT ("DOT building"). The DOT building is currently used for the agency's critical operations, including equipment storage for its Roadway Repair and Maintenance, Sidewalk Inspection and Management, and Jolt Elimination/Pothole Repair units. The lot (Block 24, Lot 7) totals approximately 42,500 square feet and is mapped with an M1-4 zoning district. It is bounded by 44th Drive to the north, 5th Street to the west, 45th Avenue to the south and a privately-owned lot to the east. Under the Proposed Actions this lot would be rezoned to an M1-5A/R8 zoning district mapped with an MIH area, within the proposed Special District boundary. As part of the Proposed Actions, HPD proposes UDAA designation, UDAAP approval, and disposition of this parcel. The proposed development would consist of approximately 320 affordable units as well as community facility and/or commercial space.

North of the City-owned sites, Con Edison, a public utility company, owns and operates a facility along the waterfront located on Block 488, Lot 114. The lot totals approximately 458,000 square feet, currently mapped with an M1-4 zoning district and includes approximately 890 feet of waterfront along the East River. The Con Edison Learning Center is an approximately 185,000 square-foot training facility and education center for Con Edison staff. The OneLIC Neighborhood Plan does not propose any changes to bulk or use on the Con Edison site. The facility includes classrooms, a library, and an outdoor simulated training yard where employees learn to work on utility systems and a 400-space parking lot. The site is

subject to and will continue to be subject to the Northern Hunters Point Waterfront Access Plan. Absent any development the waterfront edge of the Con Edison would not be improved with publicly accessible open space.

At the northernmost point of the waterfront area are properties that were subject to the Silvercup West Rezoning in 2006. The properties are located directly south of the Queensboro Bridge. One lot is vacant, and another lot is comprised of a New York Power Authority (NYPA) peaker plant.

Long Island City IBZ

Industrial Business Zones (IBZs) are specific geographic areas within New York City designated to retain and promote industrial activities. Established in 2005, these zones offer various benefits to encourage the retention and growth of industrial businesses in the city. A key feature of these zones is the commitment to restrict new residential development within IBZs.

The study area contains portions of the LIC IBZ. This portion of the IBZ is comprised of two distinct areas within the Project Area. The larger IBZ area is located east of the waterfront properties bounded by Vernon Boulevard to the west, Queens Plaza South to the north, 23rd Street to the east, and mid-block between 44th Road and 44th Drive to the south. The smaller IBZ area is located east of NYCHA Queensbridge Houses and north of Queens Plaza South, bounded by 21st Street to the west, 41st Avenue to the South, 23rd Street to the west, and mid-block between 39th Avenue and 40th Avenue to the north.

Additional areas of the Long Island City IBZ remain outside the study area, north of NYCHA Queensbridge Houses, east of the Sunnyside Railyard, along Newtown Creek and a smaller area north of the Sunnyside Railyard.

The area has long been characterized by a variety of industrial uses. Today, it is home to many sectors such as film production, construction warehousing, arts production, and large-scale food production. In more recent years this subarea has seen a growth in uses such as restaurants, breweries, and retail storefronts. Permitted uses include industrial uses such as warehousing and manufacturing uses, and commercial uses such as retail and office.

Inland Sites

The Inland Sites comprise the remaining portions of the Project Area. The northernmost group of Inland Sites are located east of the Queensbridge Houses and south of the smaller IBZ area. It is bounded by 21st Street to the west, Queens Plaza North to the south, 23rd Street to the east, and 41st Avenue to the north.

The second group of Inland Sites are located east of the larger IBZ area, bounded by 23rd Street to the west, 44th Road and 43rd Avenue to the south, 24th Street and mid-block between 24th Street and Crescent Street to the east, and Queens Plaza South to the north.

The third group of Inland Sites are located adjacent to the primary IBZ area and the waterfront subareas, bounded by Vernon Boulevard and 5th Street to the west, 47th Avenue and 46th Road to the south, 11th Street and 23rd Street to the east, and mid-block between 44th Drive and 44th Road to the north.

Most of the Inland Sites are mapped with manufacturing zoning districts or paired manufacturing and residential districts. This has yielded a variety of building forms, from single-story warehouses in the third group to high density mixed-use towers in the second group. However, most sites in this area maintain an industrial character that is reminiscent of LIC's past.

Open Space

DPR owns and operates one public open space within the Project Area. Gordon Triangle is an approximately 3,485 square foot passive recreational plaza with seating and landscaping, located at the intersection of Vernon Boulevard and 10th Street to the south and bounded by 44th Drive to the north.

Queensboro Bridge Ramps

The Project Area includes the location of the eastern terminus of the Ed Koch Queensboro Bridge, providing a connection from LIC to Midtown Manhattan. Several vehicular ramps, providing east and west bound access, are located within the Project Area and provide direct connection to the local street network in LIC. Portions of the elevated ramps that provide access to the bridge are elevated above tax lots owned and maintained by the City ("Ramps Sites"). The disposition actions included in this application seek to dispose of the development rights for the segments of ramps located above Block 428 and Block 429. These sites are under the jurisdiction of DOT, are used for the storage of DOT equipment and vehicles and are not open to the public.

The Ramps Sites include:

- Block 428, Lots 12, 13 and 16 are generally bounded by 42nd Road to the north, 24th Street to the east, 43rd Avenue to the south and 23rd Street to the west. These lots total approximately 12,767 square feet of lot area and are currently mapped with M1-5/R9 and M1-5/R7-3 zoning districts.
- Block 429 Lots 13, 15, and 29 are generally bound by 42nd Road to the north, Crescent Street to the east, 43rd Avenue to the south and 24th Street to the west. These lots total approximately 20,010 square feet of lot area and are currently mapped with an M1-5/R9 zoning district.

Transit and Transportation Infrastructure

LIC features some of the highest levels of transit accessibility in Queens. The Project Area is served by eight subway lines at three primary stations. The 21st Street-Queensbridge station, located at the intersection of 21st Street and 40th Avenue, is serviced by the F subway line. The Queensboro Plaza station, located along Queens Plaza South, is serviced by the N, W, and 7 subway lines. Lastly, the Court Square station is serviced by the E, G, M, and 7 subway lines. A short distance from the Project Area is the Queens Plaza station, serviced by the E, M, and R subway lines. All stations provide direct access to Midtown Manhattan within one to three stops. The LIC and Hunters Point Avenue Long Island Railroad (LIRR) stations, located just outside of the Project Area, provide service between Long Island and Midtown Manhattan with termini at Grand Central Terminal and Penn Station. Fifteen bus lines that cross the Project Area provide extensive access to Queens, Manhattan, and Brooklyn. The NYC Ferry operates ferry

landings in LIC and Hunter's Point South, providing access to Queens, Manhattan, and Brooklyn. Vehicular access to Manhattan via the Ed Koch Queensboro Bridge and the Queens-Midtown Tunnel provides access to other major employment centers. North-south bike lanes are located along Vernon Boulevard, 11st Street, and 23rd Street, and east-bound bike lanes are located on Queens Plaza South and west-bound bike lane are provided on 44th Drive.

Existing Zoning

The Project Area includes the western portion of Community District 2 and southern portions of Community District 1. Most of the Project Area has been rezoned as part of one of the three major City-led rezonings in the area. The 1995 Long Island City Framework Implementation Rezoning affected most of the properties within the Project Area. The 2001 Special Long Island City Rezoning changed zoning districts for properties located in the easternmost portion of the Project Area. The 2004 Hunters Point Subdistrict Rezoning affected many of the properties located along the 44th Drive corridor. There are no MIH areas mapped within the Project Area.

The Project Area is mapped with R6B, R6A, R7A, R9, M1-3, M1-4, M1-4/R6A, M1-4/R7A, M1-5, M1-5/R9, M1-5/R10, and M1-6/R10 zoning districts. Commercial overlays include C1-5 and C2-5. The existing zoning districts are discussed below.

R6A (within LIC – HP)

An R6A district is mapped at a 100-foot depth along Vernon Boulevard between 46th Road to the south and a point at the midblock between 45th Road to the north, and 46th Avenue to the south.
R6A districts are medium-density contextual districts that allow all types of residential and community facility uses. R6A districts permit a maximum residential 3.0, a maximum residential FAR of 3.90 for Qualifying Affordable Housing or Qualifying Senior Housing, and community facility uses are allowed up to an FAR of 3.0. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 75 feet for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

R6B (within LIC – HP)

An R6B district is mapped on one partial block at the intersection of 23rd Street and 44th Drive.
An R6B district is a typical rowhouse district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B districts permit a maximum residential FAR of 2.0, a maximum residential FAR of 2.40 for Qualifying Affordable Housing or Qualifying Senior Housing, and community facility uses to a maximum FAR of 2.0. Building base heights must be between 30 and 45 feet, with 10-foot setbacks on a wide street and 15-foot setbacks on a narrow street, before rising to a maximum height of 55 feet for standard residences and 65 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

R7A (outside LIC)

An R7A district is mapped on one partial block, bounded by Vernon Boulevard to the east, a DOE building to the south, the R9 zoning district to the west, and the Con Edison property to the north.
R7A districts are medium-density contextual residential districts that allow all types of community facility and residential. R7A districts permit a maximum residential 4.0, a maximum residential FAR of 5.01 for Qualifying Affordable Housing or Qualifying Senior Housing, and community facility FAR of 4.0. Base heights are permitted to be between 40 and 75 feet and 85 feet for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet for standard residences and 115 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

R9 (outside LIC)

An R9 district is mapped on roughly one partial block, bounded by the East River to the west, an SBS property to the south, the R7A zoning district to the east, and the Con Edison property to the north.
R9 districts are high-density non-contextual residential districts that allow residential uses and community facility uses of all types. R9 districts permit a maximum residential FAR of 7.52, a maximum residential FAR of 9.02 for Qualifying Affordable Housing or Qualifying Senior Housing, and a community facility FAR of 10.0. R9 districts, like other non-contextual districts, permit building heights to be governed by either Sky Exposure Plane regulations, or standard residence envelope. Where the standard residence envelope is utilized, base heights are permitted to be between 60 and 95 feet on narrow streets and 135 for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 15-foot setback is required, and base heights are permitted to be between 60 and 105 feet on a wide street and 135 feet for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 10-foot setback is required. Building heights may reach a maximum of 135 feet on a narrow street and 145 feet on a wide street for standard residences and a maximum of 185 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

M1-3 AND M1-5 (outside and within LIC)

Within the Project Area, an M1-3 district is mapped east of the Queensbridge houses on two full and two partial blocks. The M1-3 district is bounded by 41st Avenue to the south, 23rd Street to the east, the midblock between 40th Avenue and 39th Avenue to the north, and 21st Street to the west.
The M1-5 district is mapped on four full blocks bisected by Ed Koch Bridge/Queens Plaza South, and bounded by 41st Avenue to the north, 21st Street to the west, 43rd Avenue to the south, and 23rd Street to the east.

M1-3 and M1-5 districts are medium density light manufacturing districts, which serve as buffers between other manufacturing districts and adjacent residential or commercial districts. These districts allow all types of retail and commercial uses, general service uses, manufacturing uses, and some types of community facility. Residential uses are not permitted. These M1 districts permit a maximum commercial and manufacturing FAR of 5.0 and community facility FAR of 6.5. The districts permit a maximum building base height of 85 feet or six stories, before Sky Exposure Plane regulations apply to the overall height. Additionally, towers are permitted to penetrate the sky exposure plane, provided they adhere to additional setback and coverage criteria.

M1-4 (outside LIC)

Within the Project Area, an M1-4 district is mapped on 37 full and two partial blocks and accounts for much of the Project Area. The district is bounded by Queens Plaza South to the north; Vernon Boulevard and the East River to the west; 46th Road, 47th Avenue, and the midblock between 44th Drive and 44th Road to the south; and 11th Street, 23rd Street, and 21st Street to the east.

M1-4 districts are non-contextual light manufacturing districts, which serve as buffers between other manufacturing districts and adjacent residential or commercial districts. The district allows all types of retail and commercial uses, general service uses, manufacturing uses, and some types of community facility. Residential uses are not permitted. M1-4 districts permit a maximum commercial and manufacturing FAR of 2.0 and community facility FAR of 6.5. M1-4 districts permit a maximum building base height of 60 feet or four stories, before Sky Exposure Plane regulations apply to the overall height. Additionally, towers are permitted to penetrate the sky exposure plane, provided they adhere to additional setback and coverage criteria.

M3-1 (outside LIC)

Within the Project Area, M3-1 is mapped on one partial block on the westerly portion of Anable Basin. M3-1 is a non-contextual heavy manufacturing district, designed to accommodate the essential heavy industrial uses which involve more objectionable influences and hazards. The district allows all types of retail and commercial uses, general service uses, and manufacturing uses while residential and community facility uses are not permitted. M3-1 districts permit a maximum commercial and manufacturing FAR of 2.0. M3-1 districts permit a maximum height of the front wall of 60 feet or four stories within the permissible initial setback distance, before Sky Exposure Plane regulations apply to the overall height. The initial setback distance on narrow streets and wide streets are 20 and 15 feet, respectively. Alternatively, when an open area is provided along the full length of the front lot line, with a depth of 15 feet on narrow streets and 10 feet along the wide streets, the Alternate Sky Exposure Plane regulations shall apply.

M1-4 / R6A (within LIC – HP)

An M1-4 district is paired with an R6A district and mapped on two partial blocks along 5th Street. Paired districts combine a manufacturing and a residential district and are mapped in the Hunters Point Subdistrict (HP) of the LIC. The paired district is bounded by 5th Street to the west, 46th Avenue to the north, and 47th Avenue to the south.

M1-4/R6A districts permit a maximum residential FAR of 3.0, a maximum residential FAR of 3.9 for Qualifying Affordable Housing or Qualifying Senior Housing, an FAR for commercial and industrial uses up to 2.0, and an FAR for community facility uses up to 3.0. In paired districts, the residential envelopes govern building height. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building heights may reach a maximum of 75 feet for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing. The HP subdistrict modifies the basic paired district regulations by permitting grocery

stores without a maximum size restriction and requiring new street walls to line-up with adjoining buildings.

M1-4 / R7A (within LIC – HP)

An M1-4 district is paired with an R7A district and mapped on six partial blocks surrounding the 44th Drive corridor. Paired districts combine a manufacturing and a residential district and are mapped in the HP subdistrict of the LIC. The paired district is bounded by 23rd Street to the east, the midblock between 44th Drive and 44th Road to the north, a point 100 feet west of 11th Street to the west, and the midblock between 45th Avenue, and 44th Drive to the south.

These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. M1-4/R7A districts permit a maximum residential FAR of 4.0, a maximum residential FAR of 5.01 for Qualifying Affordable Housing of Qualifying Senior Housing, an FAR for commercial and industrial uses up to 2.0, and an FAR for community facility uses up to 4.0. In paired districts, the residential envelopes govern building height. Base heights are permitted to be between 40 and 75 feet and 85 feet for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

The HP subdistrict modifies the basic paired district regulations by permitting grocery stores without a maximum size restriction and requiring new street walls to line up with adjoining buildings.

M1-5 / R9 (within LIC – QP)

Within the Project Area, an M1-5 district is paired with an R9 district and mapped on two partial blocks and one full block immediately south of Queens Plaza South. Paired districts combine a manufacturing and a residential district and are mapped in QP of the LIC. The M1-5 / R9 district corresponds specifically to Area B of the QP. The paired district is bound by Queens Plaza South and 42nd Street to the north, the midblock between 24th Street and Crescent Street to the east, 43rd Avenue to the south, and 23rd Street to the west.

M1-5/R9 paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The QP subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all size, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying regulations. Area B permits a maximum FAR of 8.0 for all uses and a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing. The area permits a minimum base height of 100 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets, and 15 feet on narrow streets. No overall building height applies.

M1-5/R10 (MX-9)

Within the Project Area, an M1-5 district is paired with an R10 district and mapped on an area bounded by the Queensborough Bridge to the north, unmapped 43rd Avenue to the south, Vernon Boulevard to the east and the East River to the west. Paired districts combine a manufacturing and a residential district. The M1-5 / R10 district corresponds to the Special Mixed Use District - 9 (MX-9), with which it is coterminous.

The M1-5/R10 paired district permits a mix of uses, allowing new residential and non-residential uses within the same building. Paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The M1-5/R10 district permits a maximum FAR of 5.0 for manufacturing and commercial use and 10.0 for residential and community facility uses.

The MX-9 contains specific provisions that allows the CPC to modify regulations related to surface area, illumination, projection, or height of signs.

M1-6 / R9 (within LIC – QP)

Within the Project Area, an M1-6 district is paired with an R9 district and mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the QP of the LIC. M1-6 / R9 corresponds specifically to Area D of the QP Plan. The paired district is bound by Queens Plaza South to the north, 23rd Street to the west, 42nd Road to the south, and 24th Street to the east.

M1-6/R9 districts are non-contextual, high-density light manufacturing districts paired with a high-density residential district. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The QP subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all size, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying zoning regulations. Area D permits a maximum residential FAR of 8.0, a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing, community facility FAR of 10.0, commercial and manufacturing FAR of 15.0. The area permits a minimum base height of 100 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets, and 15 feet on narrow streets. No overall building height applies.

M1-6 / R10 (within LIC – QP)

Within the Project Area, an M1-6 district is paired with an R10 district and mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the QP. The M1-6 / R10 district corresponds specifically to Areas A-1 and A-2 of the QP subdistrict. Portions of only Area A-2 are in the Project Area. The paired district is bound by 43rd Avenue to the north, 23rd Street to the west, 44th Road to the south, and 24th Street to the east.

M1-6/R10 districts are non-contextual light manufacturing districts paired with a high-density residential districts. The paired districts permit a mix of uses, allowing new residential and non-residential uses within

the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The QP subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all size, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying. Area A-2 permits a maximum FAR of 12.0 for all uses. The area permits a minimum base height of 60 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets, and 15 feet on narrow streets. No overall building height applies.

C1-5 and C2-5 Commercial Overlays (within LIC – HP)

Commercial overlays are mapped along streets within residential districts that serve local retail and service needs. C1-5 overlays are located across four full blockfronts and two partial blockfronts within the Project Area along Vernon Boulevard at a 100-foot depth where an R6A district is mapped. A C2-5 overlay is located at a 100-foot depth along the western side of Vernon Boulevard between 44th Road and 100 feet north of 44th Avenue.

C1-5 and C2-5 commercial overlays allow residential uses, community facility uses, and commercial uses. C1 and C2 commercial overlays generally permit commercial uses listed in Use Groups V through X, with size restrictions applicable to some retail and many services, amusement, storage and production uses. In R6 and R7 districts, a maximum FAR of 2.0 is permitted for commercial uses. In mixed-use buildings, commercial uses are limited to one or two floors. Existing uses include office space, medical offices, educational facilities, neighborhood grocery stores, restaurants, and beauty parlors.

Special District Zoning Regulations

Off-Street Parking Regulations for the Long Island City Area

The Project Area is located in an area of Long Island City where off-street parking is not required. These regulations allow parking to be provided in a manner that supports a mass transit and pedestrian-oriented central mixed-use district.

Hunters Point Subdistrict Regulations

In addition to the off-street parking rule mentioned above, the Special District modifies the following:

Use Regulations
Within all paired districts there is no floor area limit to the following uses under Use Group A: Food stores including supermarkets, grocery stores or delicatessen stores.

Street Wall Requirements
Within R6B, M1-4/R6A, and M1-4/R7A districts, buildings with residences shall have a street wall be aligned with an adjacent existing building. The street wall need not be more than 15 feet from the street line. For corner lots, this depth is reduced to five feet.
Within C1 and C2 districts, all street walls are required to be built coincident with the street line.

Queens Plaza Subdistrict Regulations

In addition to the special rules mentioned above, the Special District modifies the following:

Special Use Regulations
Uses with a size limitation for M1 Districts under Use Group VI are permitted without a size regulation.

Streetscape Regulations
Streetscape regulations regarding ground floor uses restrict residential uses aside from lobbies along Jackson Avenue, Queens Plaza North, Queens Plaza South, Crescent Street, and portions of other blocks. There are also limitations to the length of a lobby and parking. Additionally, loading berths are not permitted along the designated street frontages.

Special Sign Regulations
The Special Subdistrict provides regulations to permit non-flashing signs on the rooftop of non-residential buildings, provided that the sign directs attention to a business conducted within the building. Such signs are only permitted on Queens Plaza South, Queens Boulevard, Queens Plaza East, or Queens Plaza North at a height between 70 and 150 feet above curb level. The regulations limit properties to one sign per zoning lot, a maximum height of 45 feet and 150 feet in maximum width. The regulations also limit illumination into existing residences at time of the application for a permit within 100 feet of the building.

4. PROPOSED ACTIONS

While much of Long Island City has been rezoned since 1995, most of the Project Area has been excluded from these initiatives. The waterfront was privately rezoned, but did not result in any new development. Today, new residential development is not permitted in key areas and along many major corridors. Businesses located within the Industrial Business Zone (IBZ) are also restricted from expanding in response to the growing residential population directly east of it in the Long Island City core.

The City is proposing a set of land use actions that would implement the goals identified in the OneLIC Neighborhood Plan, and to comprehensively update zoning in the Project Area to permit a wider range of uses including residential, commercial retail, light-industrial, areas-related, community facilities, and new open space. The Proposed Actions would support new housing that would include permanently income-restricted housing, and jobs in a neighborhood with very strong public transit access and direct connections to the other major Central Business Districts in eastern Queens, Downtown Brooklyn, and Manhattan.

Absent the Proposed Actions, the existing zoning will continue to produce substantially less housing than surrounding areas, and where currently no mechanism exists to mandate permanent affordable housing within the entirety of the Project Area. While the establishment of the LIC Special District in 2001 spurred significant development in the last two decades, the Project area was largely left out of the special district.

The Proposed Actions reflect DCP's ongoing community engagement process with local community boards, community residents, business owners, community-based organizations, elected officials, and other stakeholders to achieve the following goals to:

- Create more housing for people at a range of income levels
- Create a connected, resilient, and accessible waterfront from Gantry State Park to Queensbridge Park.
- Meet the infrastructure and community needs of a growing neighborhood while mitigating future and current climate impacts.
- Support the diversity and vitality of Long Island City's unique and thriving economy.
- Make it easier for Long Island City residents to access neighborhood resources and amenities

The City is proposing a set of discretionary land use actions to accomplish these goals and objectives. Specifically, the Proposed Actions are:

Zoning Map Amendment (ZM) to:

- Rezone portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M3-1 M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 zoning districts to M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10, M1-4A, M1-5A and M1-6A zoning districts.
- Expand the existing Special Long Island City Mixed Use District (Article XI, Chapter 7) to portions of the Project Area that are outside of the existing special district.
- Remove Special Mixed Use District 9 (MX-9).
- Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR 62-951, for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the configuration of and varied conditions along the Basin. The WAP would also modify requirements and standards for public access to address the unique character of the Basin and align with modern citywide standards.

Zoning Text Amendment (ZR) to:

- Amend Appendix F of the Zoning Resolution, to designate Mandatory Inclusionary Housing (MIH) areas to the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 zoning districts.
- Modify the existing Special Long Island City Mixed Use District (Article XI, Chapter 7) to create special use, floor area, bulk circulation and parking regulations on both waterfront and non-waterfront blocks and to establish special height, setback, and street wall regulations for buildings on waterfront blocks and on select corridors, among other special rules.
- Allow for space occupied by schools to be exempt from floor area calculations within the new LIC Special District subareas.
- Create an authorization that would allow for additional flexibility in building envelope for developments utilizing the new school area floor area exemption.

- Create a CPC chair certification to allow the transfer of development rights on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on blocks within the waterfront subdistrict.
- Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
- Create a CPC chair certification to allow for the modification of height restrictions established under Section 61-21 (Restriction on Highest Projection of Building or Structure) for zoning districts without a maximum height limit within the newly established subdistricts of the Long Island City Mixed Use District following verification that said modifications would not pose a hazard to air navigation.
- Create an authorization to allow sites within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas.

Designation of an Urban Development Action Area (UDAA), Approval of an Urban Development Action Area Project (UDAAP), and Disposition of City-Owned Properties

- HPD seeks UDAA designation, UDAAP approval, and disposition approval of Queens Block 24, Lot 7 to facilitate a mixed-use affordable housing project.

Change in the City Map (MM) to:

- De-map portions of 44th Drive west of Vernon Boulevard.
- De-map to narrow portions of 44th Drive between Vernon Boulevard and 5th Street.
- De-map 44th Road west of Vernon Boulevard.
- De-map 44th Avenue west of Vernon Boulevard.
- Map new public streets on Block 488 and Block 489.
- Map a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.

Disposition of Non-Residential City-Owned Property (PP):

- Dispose of City-owned property located at Block 489, Lot 23 and Lot 1, and Block 488, Lot 15 and Lot 11.
- Dispose of City-owned property located at Block 428, Lot 12, Lot 13, and Lot 16.
- Dispose of City-owned property located at Block 429, Lot 13, Lot 15, and Lot 29.

Combination Acquisition and Site Selection of Property by the City (PC):

- DCAS and EDC are seeking the acquisition and site selection of an easement on waterfront portions of a property located on Block 488, Lot 114. This action would allow the City to create new waterfront public open space.

Proposed Zoning Map Changes

Proposed M1-2A/R6A (*existing M1-4*)
M1-2A/R6A zoning districts are proposed for approximately four blocks:

- An area between 46th Road to the south and 45th Avenue to the north, stretching approximately 400 feet midblock, between Vernon Boulevard to the west, 11th Street to the east.

- A portion of a midblock facing 45th Avenue to the south at a 100-foot depth stretching approximately 400 feet, between Vernon Boulevard to the west, 11th Street to the east.

An M1-2A/R6A district is a mixed-use district that pairs an M1-2A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R6A district, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-2A/R6A districts permit a maximum residential FAR of 3.9, when mapped with inclusionary housing, and an FAR for community facility, commercial and industrial uses up to 3.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 65 feet, above which the building must be set back, and may rise to a maximum height of 95 feet, with a maximum of eight stories. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.

Proposed M1-3A/R7A (*existing M1-4 and R6A/C1-5*)
M1-3A/R7A districts are proposed for portions of four blocks:

- A portion of blocks between 46th Road to the south, 46th Avenue to the north, stretching approximately 100 feet from either side of Vernon Boulevard.
- A portion of a block between 46th Avenue to the south, 45th Road to the north at a depth of approximately 100 feet from the eastern side of Vernon Boulevard.
- A portion of a block at the northwestern corner of 46th Avenue and Vernon Boulevard at a depth of approximately 100 feet along 46th Avenue, approximately 75 feet along Vernon Boulevard.

An M1-3A/R7A district is a mixed-use district that pairs an M1-3A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R7A district, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-3A/R7A districts permit a maximum residential FAR of 5.01, when mapped with inclusionary housing, and an FAR for community facility, commercial and industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 95 feet, above which the building must be set back, and may rise to a maximum height of 125 feet, with a maximum of 12 stories. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.

Proposed M1-3A/R7X (*existing M1-4)*
M1-3A/R7X districts are proposed for approximately portions of one block:

- A portion of a block between 45th Road to the south, 45th Avenue to the north at a depth of approximately 100 feet from the eastern side of Vernon Boulevard.
- An area between 47th Avenue to the south, 46th Road to the north, stretching approximately 400 feet midblock, between 5th Street to the west and Vernon Boulevard to the east.

M1-3A/R7X is a mixed-use district that pairs M1-3A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R7X, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that

enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-3A/R7X districts permit a maximum residential FAR of 6.0, when mapped with inclusionary housing, and a maximum FAR of 4.0 for community facility, commercial, and industrial uses. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 105 feet, above which the building must be set back, and may rise to a maximum height of 145 feet, with a maximum of 14 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

Proposed M1-4A/R8A (*existing R6B, M1-4 and M1-4/R7A*)
M1-4A/R8A districts are proposed for approximately seven blocks:

- An area between Vernon Boulevard to the west and 23rd Street to the east, along 44th Drive and reaching the midblock on either side of the street at an approximately 100-foot depth.
- A portion of a block facing west towards Vernon Boulevard between 44th Drive to the north and 45th Avenue to the south at an approximately 100-foot depth.

M1-4A/R8A is a mixed-use district that pairs M1-4A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R8A, a high-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-4A/R8A districts permit a maximum residential FAR of 7.2, when mapped with inclusionary housing, a maximum FAR of 6.5 for community facility uses, and a maximum FAR of 5.0 for commercial and industrial uses. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 125 feet, above which the building must be set back, and may rise to a maximum height of 155 feet, with a maximum of 15 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

Proposed M1-5A/R8 (*existing M1-4*)
M1-5A/R8 districts are proposed for approximately four blocks:

- Four lots west of Vernon Boulevard at Block 44, Lots 11 and 15 and Block 489, Lots 1 and 3.
- Portions of a block between 47th Avenue to the south and 46th Road to the north along western side of 5th Street at an approximately 100-foot depth.
- Portions of a block between 46th Road to the south and 46th Avenue to the north at an approximately 500-foot depth.
- A block bounded by 44th Drive to the north, 45th Avenue to the south, Vernon Boulevard to the east and 5th Avenue to the west.

An M1-5A/R8 district is a mixed-use district that pairs an M1-5A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R8 district, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-5A/R8 districts permit a maximum residential FAR of 7.2, when mapped with inclusionary housing, an FAR for community facility uses, commercial and industrial uses up to 6.5. Mixed-use buildings with residential and non-residential uses are permitted a maximum base height of 105 feet

above which the building must be set back and may rise to a maximum height of 435 feet. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.

Proposed M1-6/R9 (*existing R7A, R7A/C2-5 and M1-5/R9*)
M1-6/R9 districts are proposed for approximately half of one block:

- Portions of a block between Queens Plaza South to the north, 42nd Road to the south and 24th Street to the west and the midblock between 24th Street and Crescent Street to the east.

An M1-6/R9 district is a is a paired district within the D Area of the QP subdistrict of the LIC Special District. The district pairs an M1-6 district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, a high-density residential district that allows residential uses and community facility uses. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. Paired, these districts permit a maximum residential FAR of 8.0, a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing, community facility FAR of 10.0, and a commercial and manufacturing FAR of 15.0. These districts permit a maximum building base height of 150 feet. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets. The district has a height limit of 285 feet and no height limit within Area D of the QP subdistrict of the LIC.

Proposed M1-6A/R9 (*existing M1-4*)
M1-6A/R9 districts are proposed for approximately four blocks:

- Portions of a block between Anable Basin to the north, 46th Avenue to the south, 5th Street to the west and a line approximately 100 feet west of Vernon Boulevard.
- Portions of a block west of Vernon Boulevard between 45th Avenue to the north and a point approximately 75 feet north of 46th Avenue.
- One lot south of 44th Drive, north of Anable Basin and west of Vernon Boulevard at Block 25, Lot 15.
- Portions of two lots west of Vernon Boulevard along either side of the unbuilt 44th Avenue at an approximately 100-foot depth.

An M1-6A/R9 district is a mixed-use district that pairs an M1-6A district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-6A/R9 districts permit a maximum residential FAR of 9.02, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 8.0 and an FAR for community facility uses up to 10.0. Mixed-use buildings with residential and non-residential uses would be permitted a maximum base height of 135 feet and would not have a maximum building height on waterfront blocks. Along wide streets a building setback of 10 feet is required and a setback of 15 feet is required on narrow streets.

Proposed M1-6/R10 (*existing M1-5/R9*)
M1-6/R10 districts are proposed for approximately two blocks:

- An area between 42nd Road to the north, 43rd Avenue to the south, 23rd Street to the west and the midblock between 24th Street and Crescent Street to the east.

M1-6/R10 is a paired district within the A-2 Area of the Queens Plaza subdistrict of the Special Long Island City Mixed Use District. The district pairs M1-6, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with R10, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. Under the special district, M1-6/R10 districts permit a maximum residential FAR of 12.0 with inclusionary housing, and a maximum FAR of 12.0 for community facility, commercial and industrial uses. This district permits a maximum building base height of 150 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The district does not limit overall building height.

Proposed M1-6A/R10 (*existing M1-5*)
M1-6A/R10 districts are proposed for approximately two blocks:

- An area between 41st Avenue to the north, Queens Plaza North to the south, 21st Street to the west and 23rd Street to the east.

M1-6A/R10 is a paired district that pairs M1-6A, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with R10, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-6A/R10 districts permit a maximum residential FAR of 12.0, when mapped with inclusionary housing, a maximum FAR of 8.0 for commercial and industrial uses, and a maximum FAR of 10.0 for community facility uses. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 110 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The maximum permitted building height is 355 feet.

Proposed M1-4A (*existing M1-3 and M1-4*)
M1-4A districts are proposed for approximately 15 blocks:

- An area between Vernon Boulevard to the west, a point approximately 100 feet west of 21st street to the east and the midblock between 44th Road and 44th Drive.
- An area bound by a point approximately 225 feet north of 40th Avenue to the north, 23rd Street to the east, a point approximately 100 feet north of 41st Avenue to the south and the midblock between 22nd and 23rd Streets to the west.
- An area bounded by 43rd Avenue to the north, 9th Street to the west, 44th Avenue to the south and 13th Street to the east.
- An area bounded by 44th Avenue to the north, 9th Street to the east, 44th Road to the south and a point approximately 100 feet from 21st Street to the east.

M1-4A is a medium-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. M1-4A permits a maximum community facility, commercial and manufacturing FAR of 5.0. M1-4A districts permit a maximum street wall height of 125 feet and have

a maximum building height of 155 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

Proposed M1-5A (*existing M1-3 and M1-4*)
M1-5A districts are proposed for approximately 15 blocks:

- An area between 44th Road to the south, Queens Plaza South to the north, Vernon Boulevard to the west and 9th Street to the east.
- An area between Queens Plaza South, 9th Street to the west, 13th Street to the east and 43rd Avenue to the south.
- An area between 21st Street to the west, 22nd Street to the east, 41st Avenue to the south and a point approximately 225 feet north of 40th Avenue.
- A portion of a block facing south along 41st Avenue between 22nd Street to the west and 23rd Street to the east at a 100-foot depth.
- A portion of blocks at a 100-foot depth from 22nd Street between 41st Avenue and a approximately 225 feet to the north of 40th Avenue.
- An area bounded by 44th Avenue to the north, a point approximately 100 feet east of 21st Street to the west, a point approximately 100 feet west of 23rd Street to the east and the midblock between 44th Avenue and 44th Drive to the south.
- A portion of block between 22nd Street to the east, a point approximately 100 feet from 21st Street, 44th Avenue to the south and a point approximately 150 feet from 44th Avenue to the north.

M1-5A is a medium-high-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. M1-5A permits a maximum community facility, commercial and manufacturing FAR of 6.5. M1-5A districts permit a maximum street wall height of 155 feet and have a maximum building height of 205 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

Proposed M1-6A (*existing M1-3 and M1-4*)
M1-6A districts are proposed for approximately 10 blocks:

- An area between 43rd Avenue to the south, Queens Plaza South to the north, 13th Street to the west and 23rd Street to the east.
- An area between 44th Avenue to the south, 43rd Avenue to the north, 21st Street to the east and 13th Street to the west.
- An area between 44th Avenue to the south, 13th Street to the west, 43rd Avenue to the north and 21st Street to the east.
- A portion of blocks along the western side of 21st Street between 44th Avenue to the north and the midblock between 44th Road to the north and 44th Drive to the south at an approximately 100-foot depth.
- A portion of blocks along the eastern side of 21st Street between 43rd Avenue to the north and the midblock between 44th Road to the north and 44th Drive to the south at an approximately 200-foot depth.

- A portion of blocks along the southern side of 43rd Avenue between 21st Street and 22nd Street at a 100-foot depth.
- An area bounded by 43rd Avenue to the north, 22nd Street to the west, 44th Avenue to the south and 23rd Street to the east.
- A portion of blocks along the western portion of 22nd Street between 44th Avenue and a point at the midblock between 44th Drive and 44th Road at a 100-foot depth.

M1-6A is a high-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. M1-6A permits a maximum community facility, commercial and manufacturing FAR of 8.0. M1-6A districts permit a maximum street wall height of 155 feet and have a maximum building height of 245 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

Proposed Zoning Text Amendments

The Department of City Planning proposes the following text amendments to facilitate the Long Island City Neighborhood Plan's land use objectives:

Special Long Island City Mixed Use District (LIC)
The Special LIC District's boundaries would be modified to cover the Project Area's paired districts as well as its manufacturing districts.
Modifications to the underlying regulations and Special District's regulations are described in more detail below as part of the related zoning text amendment action.

Bulk Regulations
Per the table below, the maximum permitted residential FARs would be modified in the following zoning districts within MIH Areas:

Zoning District	Standard MIH Residential FAR	Proposed MIH Residential FAR
M1-6A/R9	9.02	8.4

Per the table below, the maximum permitted community facility FARs would be modified within the Northern Hunters Point Waterfront subdistrict in the following zoning districts to match the paired Manufacturing district:

Zoning District	Standard Community Facility FAR	Proposed Community Facility FAR
M1-3A/R7X	5	4
M1-5A/R8	6.5	4
M1-6A/R9	10	8*

*Where residential FAR is modified to 8.4

Per the table below, the maximum permitted base and building height would be modified in the following zoning district:

Zoning District	Underlying Maximum Base Height	Proposed Maximum Base Height	Underlying Maximum Building Height	Proposed Maximum Building Height
M1-6A/R10	155'	155'	355'	750'*
M1-6/R10	150'** or 155'	155'	355' or N/A**	N/A**
M1-6/R9	135' or 150'***	155'	285' or N/A***	N/A***

* Applicable to zoning lots north of Queens Plaza North, in other areas no height limit applies

** Follows Subarea A-2 of the Queens Plaza Subdistrict

*** Follows Subarea D of the Queens Plaza Subdistrict

Per the table below, the maximum permitted residential, community facility, commercial and manufacturing FAR would be modified in the following zoning districts to follow floor area regulations applicable in the Queens Plaza subdistrict of the Special Long Island City Mixed Use District:

Zoning District	Underlying Floor Area Regulations				Proposed Floor Area Regulations			
	Max Residential FAR	Max Community Facility FAR	Max Commercial FAR	Max Manufacturing FAR	Max Residential FAR	Max Community Facility FAR	Max Commercial FAR	Max Manufacturing FAR
M1-6/R9	9.02	10.0	10.0	10.0	9.6*	10	15*	15*
M1-6/R10	12.0	10.0	10.0	10.0	12.0	12.0**	12.0**	12.0**

* Follows subarea D of the Queens Plaza Subdistrict

** Follows subarea A-2 of the Queens Plaza Subdistrict

Waterfront Bulk Controls

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

Per the table below, base heights, transition zone heights, and overall heights of districts mapped within the waterfront area would be modified under the Special District:

Zoning District	Underlying Bulk Controls				Proposed Bulk Controls		
	Max Base Height (ft)	Max Transition Height Tier 1 (ft)	Max Transition Height Tier 2 (Ft)	Maximum Building Height	Maximum Base Height	Maximum Transition Height	Maximum Building Height
M1-5A/R8	105*	145	215	435	85-125**	300	435***
M1-6A/R9	135*	185	285	N/A	85-125**	300	N/A

*When developed within 50 feet of the shoreline, a building may rise to a maximum base height of 85 feet.

**A variety of base heights would be applied throughout the waterfront subdistrict to respond to the unique context of Anable Basin and surrounding street network.
***Excluding underlying penthouse provisions. For sites that qualify as waterfront lots no maximum building height apply.

Waterfront Open Space Bonus
The special district would create an open space bonus to generate open spaces large enough to accommodate defined community needs, such as active recreation. The bonus would apply to M1-6A/R9 districts mapped on waterfront lots. Should lots within these districts provide additional open space, they will be able to reach a maximum residential FAR of 9.02 where Mandatory Inclusionary Housing is mapped.

Additional Provisions
In order to create opportunities for publicly accessible open space near the core, the special district would include a CPC authorization to allow developments within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas. The current public plaza program under Section 37-70 allows bonuses at these densities where currently not permitted in the Queens Plaza subdistrict. The typical 20 percent maximum bonus would apply, and the underlying bonus ratio of 1:4 and 1:6 would respectively apply to R9 (C6-3) and R10 (C6-4) districts paired with M1 districts. The authorization would be available for zoning lots greater than 25,000 square feet and would allow modification of street wall and maximum height requirements to accommodate the plaza and bonus floor area. In addition, the authorization would allow modifications to the plaza design requirements to encourage spaces that reflect the mixed-use character of the area.

Streetscape and Urban Design Regulations
To foster architectural excellence and enhance walkability and vibrancy, the LIC Special District would apply active ground-floor and transparency requirements along 44th Drive, Vernon Boulevard, Queens Plaza South and 43rd Avenue. These commercial corridors would be designated as Tier C frontages pursuant to the recently adopted City of Yes for Economic Opportunity text amendment. For all other street frontages within paired M and R districts would become designated as Tier B Street frontages pursuant to the underlying zoning. This would apply active ground floor, transparency, parking and curb cut requirements.

Responding to community calls for providing a pedestrian friendly experience in industrial areas, portions of Vernon Boulevard, 11th Street, 21st Street, 23rd Street and Queens Plaza South within M districts would be designated as alternate Tier B frontages. This would apply blank wall and parking wrap regulations, as well as limitations on curb cuts. Similarly, portions of 43rd Avenue and 44th Avenue within M districts would be designated as Tier A frontages to apply blank wall and parking wrap regulations.

Floor Area Regulations
On zoning lots greater than 20,000 square feet, the Special Long Island City Mixed Use District (LIC) would permit up to 150,000 square feet of floor area for schools, as defined by the Special LIC District and under certain conditions, to be exempted. This exemption would apply to qualifying school developments pursuant to a letter of agreement with the New York City School Construction Authority and subject to the jurisdiction of the NYC Department of Education. The Special LIC District would also create a CPC authorization that would allow for modified bulk when using the floor area exemption for schools under certain conditions throughout the Project Area.

Height Restrictions
In lieu of the Board of Standards and Appeals (BSA) special permit described in ZR 73-66 for the approval of modifications to height restrictions, a CPC chair certification would be created for sites, without a maximum height limit, within the Special LIC District following verification that such modifications would not pose a hazard to air navigation.

New Paired Districts
The Proposed Actions would establish new mixed-use districts including M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9 and M1-6A/R10. These districts' use and bulk regulations are described in detail in the "Proposed Zoning Map Amendments" section above.

Waterfront Access Plan

The Special LIC District would modify the existing Northern Hunters Point Waterfront Access Plan to institutionalize a framework by which a continuous shore public walkway would be constructed over time through a mix of public and private investment. The WAP would cover the waterfront blocks within the Project Area. Developments, enlargements, and/or changes of use on the waterfront would be required to comply with modernized waterfront zoning regulations.

Waterfront Public Access Area (WPAA) guidelines apply citywide for lots within the waterfront area and generally require a minimum 40-foot shore public walkway on typical sites and a minimum of 30-foot shore public walkway on certain constrained sites. Access to the shore public walkway is required from City streets, City parks, or provided through upland connections (which are part of the WPAA). In high-density districts, at least 20 percent of the lot must be designated as waterfront public access.

Some areas of the City contain Waterfront Access Plans (WAPs). These are typically found where past comprehensive planning efforts have taken place or when there is a unique waterfront context. Along this waterfront area, both are true. The Northern Hunter's Point WAP was developed in 1997 to establish a long-term vision for the area and address site specific challenges. Unfortunately, the existing WAP has fallen out of date and no longer aligns with the community priorities and present challenges. OneLIC would modify the existing WAP by bringing the waterfront zoning requirements up to current standards, and setting forth context-specific regulations to improve waterfront access, respond to climate risks, and expand open space amenities for the community.

The WAP establishes the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors. The requirements are specified on a parcel-by-parcel basis, to address unique site challenges and ensure that new waterfront open space is well-integrated within the neighborhood's street and open space network. The WAP would also modify area-wide design requirements and design reference standards. These modifications will broaden the flood resiliency design solutions for this specific context, in comparison to citywide waterfront zoning regulations. For instance, a minimum elevation will be required for shore public walkways to plan for future sea level rise and ensure that WPAAs remain usable in the long term.

The WAP would incentivize incorporation of active and passive open space amenities that encourage physical activity, play, and community gathering. A reduction in required planting area will be allowed when certain amenities are provided, such as courts, interactive water play, playgrounds and dog runs. The WAP would right-size requirements for lawns, ensuring that smaller sites are not required to provide small lawns (which tend to pose a maintenance issue). The WAP would also allow for an adjusted

maintained level of illumination to respond to unique conditions along Anable Basin, where ambient light from adjacent buildings will help light the open space. These and other modifications in the WAP would help ensure that future waterfront open space is flood resilient and accommodates a variety of uses, activities, and experiences.

Additionally, to address implementation constraints of large, the WAP would enable sequencing of complex multi-phased developments.

City Planning Commission Special Permits and Authorizations
Though much of the proposal provides a future as-of-right zoning framework to achieve the stated land use objectives of the rezoning, the Proposed Actions would create three chair certifications and two new authorizations that may be pursued by applicants in the future:

- Create a City Planning Commission ("CPC") authorization that would allow for additional flexibility in building envelopes for developments utilizing the new school floor area exemption rule within the new special district subareas.
- Create an authorization to provide a floor area bonus for the creation of public plazas within qualifying high-density Zoning Districts.

- Create a CPC chair certification to allow the transfer of development rights on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on blocks within the waterfront subdistrict.
- Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
- Create a CPC chair certification to allow for the modification of height restrictions within Zoning Districts without height limitations within the Special Long Island City Mixed Used District following verification that said modifications would not pose a hazard to air navigation.

Mandatory Inclusionary Housing
The Proposed Actions include an amendment to Appendix F to establish MIH are within the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 districts of the Special LIC District.

Mapping these districts as MIH Areas would require a share of new housing to be permanently income-restricted where significant new housing capacity would be created. The MIH program requires permanently income-restricted housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH Areas. The program requires permanently income-restricted housing set asides for all developments over 10 units or 12,500 zoning sf (zsf) within the MIH Areas or, as an additional option for developments below 25 units and 25,000 sf, a payment into an Affordable Housing Fund.

The MIH program includes three options that pair set-aside percentages with different income-restricted levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be income-restricted for households with incomes averaging 60 percent of the Area Median Income ("AMI"). Option 1 also includes a requirement that 10 percent of residential floor area be income-restricted at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be income-restricted to households with an average income of 80 percent AMI. Option 3, known as the "Deep Affordability" option, requires that 20 percent of residential floor area be made income-restricted

to residents at an average of 40 percent AMI. Options 1, 2, and 3 cannot be targeted to residents with incomes above 130 percent AMI. Option 4, known as the "Workforce" option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy, requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding or income bands above 135 percent AMI. Option 4 cannot be mapped as a standalone option and can only be applied alongside Options 1, 2, or 3.

Designation of an Urban Development Action Area, Approval of an Urban Development Action Area Project, and Disposition of City-Owned Property

The Proposed Actions include the designation of a UDAA, approval of a UDAAP and disposition of a City-owned site located on Block 24, Lot 7.

The development site located at Block 24, Lot 7 consists of underutilized property that tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety and would promote sound growth and development. The development site is therefore eligible to be an Urban Development Action Area and the proposed project is therefore eligible to be an Urban Development Action Area Project pursuant to Article 16 of the General Municipal Law.
The City-owned development site located at Block 24, Lot 7 is proposed for disposition to a developer to be selected by HPD.

Proposed Disposition of Non-Residential City-Owned Property

The Proposed Actions include the disposition of City-owned property under the jurisdiction of DOE and SBS on Block 488, Lots 15 and 11, and Block 489, Lots 1 and 23, in an area generally bounded by 44th Drive to the south, Vernon Boulevard to the east, the East River to the west and a point approximately 300 feet north of 44th Drive. This action would allow for the disposition of City-owned property to enable the future redevelopment of these sites to accommodate future housing, waterfront open space, and a mix of commercial, retail industrial, and/or community-oriented uses. Such community-oriented uses could include workforce development, arts and culture, educational, or other spaces. City map amendments included in the proposed actions would bisect these development sites, creating two zoning lots with secondary frontage on the newly created public street. In addition to the proposed development, waterfront portions of the proposed Disposition sites will be constructed to create new waterfront open space. In coordination with the certification of the Proposed Actions, EDC intends to release a Request for Information (RFI) seeking proposals for the adaptive reuse of the Vernon Building. Following the approval of the Proposed Actions, the City will work with stakeholders and gather community input to inform future approaches to these sites, which may include releasing one or more competitive RFPs seeking respondents to undertake the redevelopment of the project sites.

The Proposed Actions include the disposition of City-owned properties located on Block 428, Lots 12, 13, 16 and Block 429, Lots 13, 15, 29. This action facilitates the disposition of a negative easement on the undevelopable lots that contain the ramps to Ed Koch Queensboro Bridge. As a result of the zoning map amendments included in the Proposed Actions, the total zoning floor area available to be transferred on both blocks is approximately 153,000 square feet and 183,000 square feet on Block 428 and Block 429, respectively. Following the approval of the disposition actions, EDC will sell the development rights to interested parties on adjacent zoning lots through a competitive RFP process. The development rights will

be used on receiving sites for an as-of-right use pursuant to zoning or subject to future discretionary approvals, if necessary.

Proposed Combination Acquisition and Site Selection of Property

The Proposed Actions include a combined acquisition and site selection of property by the City. DCAS and EDC are seeking the acquisition and site selection of waterfront portions of a property located on Block 488, Lot 114. This action would allow the City the ability to acquire an easement to create publicly accessible open space along the East River waterfront. EDC, on behalf of the City, is in the process of negotiating the terms of this agreement with ConEdison, the owner of the site. The easement area would be located along the entirety of the approximately 890 linear feet of waterfront at a depth ranging from 40 to 60 feet from the shoreline edge. The portion of the site contemplated for acquisition is primarily used today for parking and underutilized open space along the bulkhead area. It is anticipated that the ConEdison Learning Center and accessory functions will remain open and operational on the site; however, portions of the parking lot may require alteration depending on the width of the easement agreed upon. Access to the waterfront open space would be provided through the western portion of 43rd Avenue, a mapped street owned by the City and currently occupied by the Department of Sanitation (DSNY). Following the acquisition of the privately owned waterfront easement, it is anticipated that DSNY will relocate and the western portion of 43rd Avenue will be improved by NYC DOT standards. Creating publicly accessible open space on this stretch of land would help remove a key barrier to realizing a continuous, connected greenway connecting from Gantry State Park to Queensbridge Park in Long Island City.

Proposed Changes to the City Map

The Proposed Actions include changes to the City Map to:

- De-map portions of 44th Drive west of Vernon Boulevard.
- De-map to narrow portions of 44th Drive between Vernon Boulevard and 5th Street.
- De-map 44th Road west of Vernon Boulevard.
- De-map 44th Ave west of Vernon Boulevard.
- Map new public streets in Block 488; and Block 489.
- Map a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.

The proposed changes to the City Map are intended to rationalize the street network and enhance circulation along the waterfront. The proposed demapping of and mapping of new streets would facilitate redevelopment of City-owned land for a mix of uses including significant amounts of affordable housing along with community facility, commercial, light manufacturing, open space, or other uses allowed under the proposed zoning. The proposed mapping actions on Blocks 488 and 489 would reconnect the area to the street grid and surrounding communities and support the redevelopment and remediation of large vacant and underutilized sites. The proposed street widening would enhance circulation and access to light and air on adjacent lots.

5. Conclusion

The New York City Department of City Planning (DCP), together with the New York City Department of Housing Preservation and Development (HPD), New York City Department of Transportation (DOT), and New York City Economic Development Corporation (EDC), is proposing a series of land-use actions,

including zoning and City map amendments, disposition of City-owned property and Urban Development Action Area Project (UDAAP) approval, and zoning text amendments (including the mapping of a Special District and Mandatory Inclusionary Housing to ensure income-restricted housing is part of any future development), to facilitate the implementation of a multi-year planning process conducted in the Long Island City neighborhood of Queens in partnership with local stakeholders and other City agencies. In the most direct sense, these actions seek to address zoning limitations that prevent housing development and do not currently mandate affordable housing creation, strengthen commercial areas recovering from recent economic challenges, and modify outdated manufacturing zones to encourage more diverse business opportunities within the industrial areas. Additional actions pursued by the city will aid in the creation of a continuous accessible waterfront between Gantry State Park and Queensbridge Park, improve resiliency in Long Island City, and generate affordable housing and a community facility to serve the community's needs.

Long Island City's excellent transportation accessibility and unique waterfront present an opportunity to generate significant number of new homes, deliver more open space and community facility opportunities, increase access to diverse jobs and training, and plan for infrastructure improvements to add to the area's overall resiliency. These actions would be reinforced by investments into local community resources and the public realm to improve sustainability, safety, mobility, and neighborhood connectivity, through public input and engagement in this overarching Neighborhood Plan.

The OneLIC Neighborhood plan will advance the following goals through new zoning districts and other land use actions, expanded programs and services, and capital investments:

- Create more housing for people at a range of income levels and make it easier for people to stay in the neighborhood.
- Create a connected, resilient, and accessible waterfront from Gantry State Park to Queensbridge Park.
- Meet the infrastructure and community needs of a growing neighborhood while mitigating future and current climate impacts.
- Support the diversity and vitality of Long Island City's unique and thriving economy.
- Make it easier for Long Island City residents to access neighborhood resources and amenities.

The current zoning framework in the OneLIC study area does not permit the full implementation of the OneLIC Neighborhood Plan. While much of Long Island City has been rezoned since 1995, most of the Project Area has been excluded from these initiatives. The waterfront was privately rezoned, but the zoning changes did not result in any new development. Today, new residential development is not permitted in key areas and along many major corridors. Existing manufacturing zoning rules make it difficult for businesses to grow or expand their operations in response to the growing residential population in neighboring parts of the study area.

The Proposed Actions would implement the OneLIC Plan by comprehensively updating zoning to permit a wider range of uses including residential, commercial, retail, light-industrial, arts-related, community facilities, and new open space. The Proposed Actions support new housing and jobs in a neighborhood with very strong public transit access and direct connections to the other major Central Business Districts in eastern Queens, Downtown Brooklyn, and Manhattan.

OneLIC also calls for strategic infrastructure and community investments. These improvements and investments are in development as part of the on-going planning process and are envisioned to support anticipated growth. While the investments are not directly tied to the Proposed Actions they are integral to the implementation of the overall Plan to promote inclusive, sustainable growth, and to ensure LIC remains a dynamic livable neighborhood.