ARVERNE EAST
FAR ROCKAWAY, NEW YORK
JULY 23, 2020

LR ITEM 3 DESCRIPTION OF PROPOSAL

1. INTRODUCTION

The New York City Department of Housing Preservation and Development ("HPD") proposes the designation of an Urban Development Action Area ("UDAA") and approval of an Urban Development Action Area Project ("UDAAP") to facilitate the development of a new mixed-use development with approximately 1,650 dwelling units, non-residential space, open space, parking ("Proposed Development") and a 35-acre nature preserve ("Nature Preserve") (collectively, "Proposed Project") within the Arverne Urban Renewal Area ("URA") in the Arverne neighborhood of Queens Community District 14.[1] The Proposed Project will be bounded by Rockaway Freeway to the north, Rockaway Beach and Boardwalk to the south, Beach 32nd Street to the east, and Beach 56th Place to the west. It is comprised of a majority of the Central and Eastern Portions of the URA and will be located on Block 15859, Lot 1; Block 15860, Lot 1; Block 15861, Lots 1, 47; Block 15862, Lot 1; Block 15863, Lot 1; Block 15864, Lot 1; Block 15865, Lot 1; Block 15866, Lot 1; Block 15867, Lot 1; Block 15868, Lot 1; Block 15869, Lot 1; Block 15870, Lots 60, 71; Block 15871, Lot 1; Block 15873, Lot 1; Block 15874, Lots 8, 41; Block 15875, Lot 1; Block 15876, Lot 1; Block 15947, Lot 1; and Block 15948, Lot 1) and the majority of the Central Portion of the URA (Block 15877, Lot 1; Block 15878, Lot 1; Block 15879, Lot 1; Block 15880, Lot 1; Block 15881, Lot 1; Block 15882, Lot 1; Block 15883, Lot 1; Block 15884, Lot 1; Block 15885, Lot 1; Block 15886, Lot 1; Block 15887, Lot 1; Block 15888, Lot 1; Block 15919, Lot 1; Block 15921, Lots 1, 112; Block 15922, Lots 1, 101; and Block 15923, Lot 1 ("Project Area"). The Project Area does not include the Western Portion of the URA.

The Proposed Development, which will include residential, community facility, commercial, manufacturing (microbrewery) uses and public/private open space, will be located within the Eastern Portion of the URA, an approximately 81.5-acre area that is generally bounded by Rockaway Freeway (also known as Shore Front Parkway) to the north, Rockaway Beach and the Boardwalk to the south, Beach 32nd Street to the east, and Beach 44th Street to the west (Block 15859, Lot 1; Block 15860, Lot 1; Block 15861, Lots 1, 47; Block 15862, Lot 1; Block 15863, Lot 1; Block 15864, Lot 1; Block 15865, Lot 1; Block 15866, Lot 1; Block 15867, Lot 1; Block 15868, Lot 1; Block 15869, Lot 1; Block 15870, Lots 60, 71; Block 15871, Lot 1; Block 15873, Lot 1; Block 15874, Lots 8, 41; Block 15875, Lot 1; Block 15876, Lot 1; Block 15947, Lot 1; and Block 15948, Lot 1) ("Development Site").

The proposed Nature Preserve would be located within an approximately 35-acre vacant oceanfront site, which makes up the majority of the Central Portion of the URA and is generally bounded by Rockaway Freeway to the north, Rockaway Beach and Boardwalk to the south, Beach 44th Street to the east, and Beach 56th Place to the west (Block 15877, Lot 1; Block 15878, Lot 1; Block 15879, Lot 1; Block 15880, Lot 1; Block 15881, Lot 1; Block 15882, Lot 1; Block 15883, Lot 1; Block 15884, Lot 1; Block 15885, Lot 1; Block 15886, Lot 1; Block 15887, Lot 1; Block 15888, Lot 1; Block 15919, Lot 1; Block 15921, Lots 1, 112; Block 15922, Lots 1, 101; and Block 15923, Lot 1) ("Nature Preserve Area").

In this application, HPD proposes a UDAA designation and approval of a UDAAP for a portion of the Arverne URA, described in more detail below, to facilitate the Proposed Project. In a separate concurrent application, HPD is applying for a zoning map amendment to rezone a portion of the URA within the Development Site from C4-4 to MX-21:M1-4/R6 and a zoning text amendment to create a new Mixed Use (MX) district.

[1] A similar large-scale mixed-use project, without the Nature Preserve Area, was previously approved in 2003.

2. BACKGROUND

Original Approval (1968)

Originally approved in 1968, the Arverne Urban Renewal Plan ("URP") was adopted to facilitate the removal of structurally substandard buildings for the development of new low- and moderate-income housing. The Arverne URA is divided into three sections, the Western, Central, and Eastern Portions, which are intended to be developed in separate phases. The Western Portion of the URA consists of approximately 129 acres and is bounded by Rockaway Freeway, the Boardwalk, Beach 59th Street and Beach 81st Street.

In the early 1970s, the City acquired most of the Arverne URA for redevelopment. Between 1972 and 1974, the New York State Urban Development Corporation financed Ocean Village, a 1,092 residential development in the Central Portion of the URA. Between 1973 and 1975, the City built Seaview Towers, two buildings containing 460 dwelling units. In 1978, three two-family homes were built across from Ocean Village through financing from a United States Department of Housing and Urban Development ("HUD") program.

Based on a development feasibility study completed in 1987 by the New York City Department of City Planning ("DCP"), HPD and DCP concluded that the construction of solely low- and moderate-income housing stipulated in the 1968 plan was no longer desirable or feasible. By 1986, half of the subsidized housing in Queens was located on the Rockaway Peninsula and the construction of additional low- and moderate-income housing in Arverne would have further concentrated this housing type within the area. In 1988, the City issued a Request for Proposals ("RFP"), and a developer was selected to build a new community in Arverne, which would have consisted of approximately 10,000 residential units, 380,000 square feet of commercial space, 274,000 square feet of community facility space, two new 1,000 seat elementary schools, and seven new parks.

First Amended Plan (1990)

In 1990, the Board of Estimate ("BOE") approved an amendment to the URP (C 900215 HUQ) that limited the type of commercial floor area that could be developed to C1 and C2 uses and the amount to 3% of the total floor area for the proposal, and it limited residential development in the Arverne URA to 7,500 dwelling units. It also added 23 new disposition properties (C 900299 HDQ) to the URP.

The BOE also simultaneously approved changes to the zoning map (C 900162 ZMQ) and City Map (C 900151 MMQ). While the changes to the zoning map became effective, the changes to the City Map were never officially filed with the Queens Borough President's office to become effective. The BOE also approved a large scale residential development special permit for bulk modifications for minor variations of required rear yards, minor variations in height and setback regulations, modification of minimum distance between buildings on a single zoning lot (C 900163 (A) ZSQ) and the disposition of approximately 271 acres of the URA to a developer to be selected by HPD (C 900216 HDQ). The 1990 approvals were intended to facilitate the development scenario selected from the 1988 RFP, which encompassed the entire URA with the exception of Ocean Village; however, this project was never built due to the high cost of infrastructure and the poor real estate market.

Second Amended Plan (2003)

In 1999, the City Council approved the development of Phase 1 of the Water's Edge project, consisting of the development of 78 units of infill housing. Water's Edge Phase II is also located within the Western Portion of the URA and was developed on six blocks between Beach 62nd and Beach 59th Streets with approximately 122 dwelling units.

In 2003, the City Council approved a second amendment to the URP (C 030509 HUQ). The amendment was intended to facilitate the development of the Arverne-by-the-Sea project, also on the Western Portion, which was selected through an RFP process in 2001, as well as new development within the Eastern Portion of the URA.

The Arverne-by-the-Sea project is a 78-acre development within the Western Portion of the URA, which is designed as a beach and transit-oriented community that includes local neighborhood retail, a community recreation center, and a proposed school. Once construction is complete, the project will consist of four residential neighborhoods and approximately 2,300 dwelling units, including approximately 1,070 units located in a mix of one- and two-family homes and 1,138 units located in mid-rise apartment buildings. The community is designed with an extensive range of public amenities, which include the construction of 270,000 square feet of retail space, a 30,000 square foot community recreation center, and a network of publicly-accessible open spaces.

The second amendment to the URP included substantial changes to the first amended plan but again retained the predominant focus of residential housing development from the 1968 and 1990 plans. It also included mapping actions (C 030433 MMQ) and zoning map amendments (C 030510 ZMQ) to reflect updated plans for the area, including the limitation of residential development to 3,900 dwelling units (the 1990 plan had a limitation of 7,500 dwelling units), total commercial development to 770,000 square feet, and one new public school (the 1990 plan required two new public schools). The second amendment to the URP also mapped a significant portion of the Central Portion of the URA and beachfront areas as parkland to create nature preserves and enhance natural resource protection in environmentally sensitive areas. In conjunction with the second amendment to the URP, HPD received UDAA designation and UDAAP approval for the Arverne-by-the-Sea development, and approval for the disposition of city-owned property for 123 parcels within the Western and Eastern Portions of the URA (C 030511 HAQ). With the approval of this second amendment, the URP will remain in effect until 2043.

In 2005, HPD issued an RFP for the development of the Eastern and Central Portions of the URA with a resilient and sustainable mixed-use neighborhood containing residential, commercial, and open space uses.

2008 Arverne East UDAAP Amendment

In 2008, the City Council approved a UDAAP amendment to facilitate the proposal for a resilient and sustainable mixed-use neighborhood in the Eastern and Central Portions of the URA, which was selected through a 2005 RFP process (20085436 HAQ). The approved project was closely related to the prior 2003 URP amendment (C 030511 HAQ) and associated approvals and included up to 1,650 residential units (of which at least 20% were to be affordable), up to 500,000 square feet of commercial space including an approximately 100,000 square foot hotel, and approximately 3.3 acres of recreation and open space. No changes in scope or program were proposed for the Western or Central Portions of the URA. Construction of the project stalled following the 2008 housing market crash and again after Hurricane Sandy in 2012.

Neither the 2003 nor the 2008 UDAA/UDAAP approvals included the Nature Preserve Area of the Proposed Project.

Peninsula Hospital Redevelopment Plan

On November 14, 2019, the Peninsula Hospital Redevelopment Plan (C 190366 ZSQ) large scale general development special permit was approved by the City Council, in conjunction with related applications including a zoning map amendment, zoning text amendments and a City Map amendment to facilitate a new mixed-use development with 2,050 affordable and moderate income housing units, commercial, and community facility uses just north of the Project Area on property generally bounded by Beach 50th Street, Beach Channel Drive, Beach 53rd Street, and Rockaway Beach Boulevard in Edgemere.

HPD has filed a concurrent application proposing a zoning map amendment and zoning text amendment to establish and map MX-21, an M1-4/R6 zoning district, to facilitate the development of a microbrewery of up to 10,000 square feet.

3. DESCRIPTION OF THE SURROUNDING AREA

Land Uses

The area within a 600-foot radius ("Surrounding Area") of Project Area is generally characterized by a mix of one- and two-family and multi-family residential buildings, public facilities and institutions, commercial and office buildings, warehouse/light industrial buildings, and open space uses. While residential uses are located throughout the Surrounding Area, public facility, institutional and commercial uses are concentrated along Arverne Boulevard. Warehouse/light industrial buildings are generally concentrated along Rockaway Freeway. The prevailing built form in the area varies by use with a range of low-rise buildings (one to two stories) and mid- to high-rise buildings (six to 19 stories). Recent new mid-rises ranging from seven to eight stories include the Beach Green Dunes I, that completed construction in the fall of 2017 and is located at 44-19 Rockaway Beach Boulevard and Beach Green Dunes II, which completed construction in late 2019 and is located at 45-19 Rockaway Beach Boulevard. Beach Green Dunes I and II are both HPD-sponsored energy-efficient and resilient, 100% affordable housing developments that comprise 101 and 127 units respectively. Further east is the seven-story Beach Channel Senior Residences located at 34-11 Beach Channel Drive constructed in 2018, which comprises 154 senior affordable housing units.

The Far Rockaway – Mott Avenue Branch of the A subway line runs above Rockaway Freeway between Rockaway Boulevard/Liberty Avenue and Far Rockaway – Mott Avenue and the area is well served by public transportation, including the Beach 44th Street/Frank Avenue Station and Beach 36th Street-Edgemere Station. Several bus lines also have stops within the Surrounding Area including the Q22 and QM17 on Seagirt Boulevard and Beach Channel Drive. Additionally, the NYC Ferry Shuttle operated by Hornblower has stops located at Beach Channel Drive and Beach 35th, Beach 41st and Beach 54th Streets and provides access to the ferry landing located at Beach Channel Drive and Beach 108th Street. The Rockaway ferry route is a new key connection for both visitors and commuters to and from the Rockaways to Sunset Park Brooklyn and Lower Manhattan.

Other notable uses in the Surrounding Area include public facility/institutional uses, including the Peninsula Nursing and Rehabilitation Center, the Queens Public Library at Arverne, and FDNY Engine 265, Ladder 121 & Battalion 47.

Open spaces in the Surrounding Area include the Rockaway Beach and Boardwalk, Arverne Playground, Cardozo Playground, and Beach 30th Street Playground.

Zoning

The primary zoning districts mapped within the Surrounding Area include R4, R4A, R5, R6, C4-3A, C4-4, and C8-1. R4 zoning is generally found north of Rockaway Freeway or Rockaway Beach Boulevard and to the east of Beach 49th Street. R4A is located east of Beach 32nd Street along Seagirt Boulevard and areas to the north. R5 is located east of Beach 32nd Street to the south of Seagirt Boulevard as well as along Rockaway Freeway and Beach Channel Drive between Beach 53rd Street and Beach 59th Street. R6 zoning is generally found along Rockaway Freeway, where R6 is paired with C2-2 and C2-4 commercial overlays, and to the west of Beach 56th Place. C4-3A is located along several stretches of Rockaway Freeway between 35th and 52nd Streets. C4-4 zoning is generally located between Arverne Boulevard, Beach Channel Drive, Beach 50th Street, and Beach 53rd Street. C8-1 zoning is located along most areas of Rockaway Freeway and Rockaway Beach Boulevard between Beach 47th and 54th Streets.

The Project Area is mapped as parkland and R6, R6/C2-4 and C4-4 zoning districts. All areas located in the western portion of the Project Area from Beach 44th Street to Beach 56th Place are mapped parkland. C4-4 zoning is generally mapped between Beach 44th Street and Beach 35th Street, but also includes an area between Beach 35th Street and Beach 32nd Street between Seagirt Boulevard and a line 100 feet south of Shore Front Parkway/Edgemere Avenue. The remainder of the Project Area, an area generally bounded by Beach 35th Street, Beach 32nd Street, Rockaway Beach and Boardwalk, and a line 100 feet south of Shore Front Parkway/Edgemere Avenue, is also zoned R6. A C2-4 commercial overlay is mapped within the

R6 zoning district on the eastern portion of Beach 35th Street between Shore Front Parkway/Edgemere Avenue and Ocean Front Road (except for the 100' within the C4-4 mentioned above).

R4

R4 is a non-contextual district that allows detached, semi-detached, and attached single- and two-family buildings and all types of multi-family buildings. R4 typically produces three-story buildings with pitched roofs. The district allows residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses at a maximum Floor Area Ratio ("FAR") of 0.75 (FAR may be increased up to 20 percent for attic allowance) and 2.0 FAR, respectively. No commercial or industrial/manufacturing uses are permitted in R4 districts. To accommodate a potential third floor beneath a pitched roof, the perimeter wall in R4 districts may rise to 25 feet before being set back to the maximum building height of 35 feet. R4 districts require a minimum front yard of 10 feet and a minimum rear yard of 30 feet. Detached houses and multi-family buildings must have two side yards that total at least 13 feet and 16 feet, respectively, while semi-detached homes must have one side yard of at least eight feet. Accessory parking is required at a rate of one space for every dwelling unit and for 50 percent of income-restricted housing units.

R4A

R4A are contextual districts that are often mapped to preserve or establish the character of older neighborhoods with pitched roof homes on smaller zoning lots. The district allows for single- and two-family residences in detached homes. R4A districts allow residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses at a maximum FAR of 0.75 (FAR may be increased up to 20 percent for attic allowance) and 2.0 FAR, respectively. No commercial or industrial/manufacturing uses are permitted in R4A districts. R4A districts require a minimum front yard of 10 feet, minimum rear yard of 30 feet, and maximum building height of 35 feet. Two side yards that total at least 10 feet are required, and there must be at least eight feet between buildings on adjacent lots. Accessory parking is required at a rate of one space for every dwelling unit and for 50 percent of income-restricted housing units.

R5

R5 is a widely mapped, non-contextual district that often serves as a transition district between medium and lower density areas. R5 districts are intended for neighborhoods with an assortment of housing types and allow single- or two-family homes along with multi-family buildings. The district allows residential (Use Group 1 and 2) uses and community facility (Use Group 3 and 4) uses at a maximum FAR of 1.25 and 2.0 FAR, respectively. No commercial or industrial/ manufacturing uses are permitted in R5 districts. Above a height of 30 feet, a 15-foot setback from the street wall is required before the building can rise to a maximum height of 40 feet. R5 districts require a minimum front yard of 10 feet and a minimum rear yard of 30 feet. Detached houses and multi-family buildings must have two side yards that total at least 13 feet and 16 feet, respectively, while semi-detached homes must have one side yard of at least eight feet. Accessory parking is required for 85 percent of dwelling units and for 42.5 percent of income-restricted housing units.

R6

R6 districts allow all housing types at a maximum FAR of up to 2.43 and a maximum FAR of up to 4.8 for buildings containing certain community facility uses. R6 is a height factor district where residential and community facility uses are permitted with no fixed height limits. Building envelopes are regulated by open space ratio and a sky exposure plane that begins at a height of 60 feet above the street line and then slopes inward over the zoning lot. Off-street parking is generally required for 70 percent of a building's dwelling units, but requirements are lower for income-restricted housing units. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50

percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. In R6 districts, if fewer than five spaces are required, the off-street parking requirement is waived. Accessory parking is required for 25 percent of income-restricted housing units.

C4-3A

C4-3A is a contextual commercial zoning district typically mapped outside of central business districts in Brooklyn and Queens. C4-3A has an R6A residential district equivalent and allows residential (Use Group 1 and 2), community facility (Use Group 3 and 4), and commercial (Use Groups 5, 6, 8, 9, 10, and 12) uses. No industrial/manufacturing uses are permitted. The maximum permitted FAR is 3.0 for commercial uses, 3.0 for residential uses, 3.6 FAR for residential uses in a Mandatory Inclusionary Housing designated area, and 3.0 FAR for community facility uses. C4-3A zoning permits a maximum base height of 65 feet and a maximum building height of 95 feet. Accessory parking is generally required at a rate of one space per 400 square feet of floor area for commercial uses, for 50 percent of dwelling units, and for 25 percent of income-restricted housing units. Special rules apply for residential-only buildings located in commercial districts and mixed commercial/residential buildings in commercial districts.

C4-4

C4-4 districts are mapped in densely built areas of the outer boroughs. C4-4 has an R7-2 residential district equivalent and allows residential (Use Group 1 and 2), community facility (Use Group 3 and 4), and commercial (Use Groups 5, 6, 8, 9, 10 and 12) uses. Most retail establishments are permitted in C4-4 districts, but uses that would interrupt the desired continuous retail frontage, such as home maintenance and repair service stores listed in Use Group 7, are not allowed. No industrial/manufacturing uses are permitted in C4-4 districts. The maximum permitted FAR is 3.4 for commercial uses, 4.8 FAR for residential uses, and 6.5 FAR for community facility uses. C4-4 zoning permits a maximum base height of 75 feet and a maximum building height of 135 feet. Accessory parking is generally required at a rate of one space per 1,000 square feet of floor area for commercial uses, for 50 percent of dwelling units, and for 15 percent of income-restricted housing units. Special rules apply for residential-only buildings located in commercial districts and mixed commercial/residential buildings in commercial districts.

C8-1

C8-1 districts allow a mix of commercial (Use Groups 5 through 14) and manufacturing (Use Group 16) uses that often require large amounts of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations and car washes. A limited number of community facility uses are permitted (Use Group 4) and residential uses are not allowed. The maximum permitted FAR is 1.0. Building height and setback are governed by a sky exposure plane, which begins 30 feet above the street line and has a slope of 1 to 1 on narrow and wide streets. Accessory parking is required at a rate of one space per 300 square feet of floor area.

Commercial Overlays

C1 commercial overlays are typically mapped within residential districts with high off-street parking requirements. These overlays are mapped along streets that serve local retail needs, and are found widely throughout the City's lower- and medium-density areas and occasionally in higher-density districts. C1 districts generally only permit Use Group 6 retail and service establishments. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0; when mapped in R6 through R10 districts, the maximum commercial FAR is 2.0. However, in mixed residential and commercial buildings, commercial uses are limited to one or two floors and must always be located below residential uses. C2 districts permit a wider range of retail and service establishments than C1 districts. Off-street parking requirements vary by use, but are generally calculated based on the amount of floor area with requirements ranging from 1 parking space per 150 square feet of floor area in C1-1 and C2-1 districts to 1 parking space per 1,000 square feet of floor area in C1-4 and C2-4 districts. A

waiver is available for required commercial parking fewer than 40 spaces. No accessory parking is required in C1-5 and C2-5 districts.

4. DESCRIPTION OF THE PROPOSED PROJECT AREA

The Project Area has a total lot area of approximately 116.5 acres and comprises predominantly vacant and unimproved City-owned land. It is generally bounded by Rockaway Freeway and Edgemere Avenue to the north, Rockaway Beach and Boardwalk to the south, Beach 32nd Street to the east, and Beach 56th Place to the west. The Project Area excludes the property improved with Public School 106, which is located on the southern half of the block bounded by Beach 35th Street, Seagirt Avenue, Beach 34th Street, and Edgemere Avenue (Block 15861, Lot 35). There is a total of 40 properties within the Project Area.

The Project Area includes the Development Site and the Nature Preserve Area. The Development Site is identified as the Eastern Portion in the URA and is also known as "Arverne East." It consists of approximately 81.5 acres and is bounded by Rockaway Freeway and Edgemere Avenue to the north, Rockaway Beach and Boardwalk to the south, Beach 32nd Street to the east, and Beach 44th Street to the west. The Nature Preserve Area is a 35-acre parcel of land in the Central Portion of the URA that was mapped as parkland in conjunction with the 2003 Second Amendment to the URP. It is bounded by Rockaway Freeway and Edgemere Avenue to the north, Rockaway Beach and Boardwalk to the south, Beach 44th Street to the east, and Beach 56th Place to the west.

The majority of the Project Area is overgrown with abandoned through-streets interrupting the Project Area's varying terrain of naturally occurring dunes, grasslands, and shrublands. The Project Area is irregularly shaped and has approximately 6,200 feet of frontage along Rockaway Freeway and Rockaway Beach and Boardwalk, respectively, approximately 1,300 feet of frontage along Beach 32nd Street, and approximately 800 feet of frontage along Beach 56th Place.

The Project Area is predominantly characterized by vacant, underutilized land. The Project Area is divided by a street grid that terminates near Rockaway Beach and Boardwalk. The roadways are unmaintained with no sidewalks. Paths lead from the street ends to Rockaway Beach and Boardwalk, which runs along the shoreline from Beach 126th Street to Beach 9th Street. The Development Site contains several mapped but currently unbuilt streets including Beach 32nd Street, Beach 35th Street, and Beach 38th Street, all of which run in a north-south direction from Rockaway Freeway to the unbuilt Ocean Front Road on the southern portion of the Development Site. Ocean Front Road is mapped along the proposed dune preserve and Rockaway Beach Park. Each of these streets is mapped to a width of 60 feet except for Beach 38th Street, which is mapped to 70 feet.

The majority of the Project Area has been identified by the Federal Emergency Management Agency ("FEMA") as being located within the 1% annual chance floodplain (100-year floodplain) based on the 2015 Preliminary Flood Insurance Rate Maps ("FIRMs") for New York City and southern portions of the Project Area are designated Coastal Erosion Hazard Areas ("CEHA").

5. DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Project is a new community with mixed-use residential, commercial, manufacturing, community facility, and passive and active open space uses within the Eastern Portion of the URA, and a 35-acre nature preserve within the Central Portion of the URA.

Proposed Development

The Proposed Development on the Development Site would include approximately 2,204,000 square feet of floor area, including approximately 1,920,000 square feet of residential floor area,

approximately 252,000 square feet of commercial floor area[2], which includes an approximately 5,000 square-foot taphouse/restaurant, approximately 10,000 square feet of manufacturing floor area, which is limited to a 10,000 square-foot microbrewery, and approximately 22,000 square feet of community facility floor area. The Proposed Development would contain a total of approximately 1,650 dwelling units (including approximately 1,320 affordable units and 330 market-rate units), approximately 3.3 acres of privately-owned recreation and open space, approximately 15 acres of public open space in the form of a dune preserve, and approximately 1,765 parking spaces.

Street Access, Circulation, Parking

The Development Site is bounded by Shore Front Parkway/Edgemere Avenue to the north, the Rockaway Beach and Boardwalk to the south, Beach 32nd Street to the east, and Beach 44th Street to the west. The Development Site will be transected by Beach 38th Street and Beach 35th Street, both of which would stretch south from Rockaway Freeway and terminate at either Ocean Front Road or north of the mapped right-of-way. In addition, Beach 34th Street runs south from Shore Front Parkway/Edgemere Avenue and terminates at Seagirt Avenue. Seagirt Avenue would traverse the Eastern Portion of the URA from east to west, running parallel to Shore Front Parkway/Edgemere Avenue. Seagirt Avenue is mapped between Beach 35th Street and Beach 34th Street. The developer would construct two privately owned and maintained streets that will be constructed to New York City Department of Transportation standards, which would function as extensions of Seagirt Avenue: Seagirt Avenue Ext. A would run between Beach 32nd Street and Beach 34th Street, while Seagirt Avenue Ext. B would run between Beach 35th Street and Beach 38th Street. The developer would also construct a private street that would function as an extension of Lewmay Road. It would run east to west between Beach 32nd Street and Beach 35th Street. Lewmay Road is located south of Seagirt Avenue and north of Rockaway Beach and Boardwalk.

The Proposed Development would also include approximately 1,765 parking spaces, consistent with zoning requirements for the Project Area and the development controls in the Second Amendment to the URP. Parking would be accommodated with a mix of surface parking at residential buildings, parking lots, and on-street parking on private streets.

Proposed Uses and Buildings

The overall site plan seeks to create a transit-oriented mixed-use neighborhood with multi-family apartment buildings concentrated nearest to the Beach 36th Street-Edgemere Station subway stop with typology and density reducing closer to the waterfront. The Proposed Development would feature a mix of uses and building types, including attached and semi-detached single-family residences, one- and two-family townhomes, multi-family residential buildings with ground floor commercial use and standalone commercial and community facility buildings. Building heights would range from one to eleven stories with a maximum height of approximately 110 feet.

As currently contemplated, proposed development on the Eastern Portion of the URA would include eight zoning lots. Zoning Lot A (Block 15871, p/o Lot 1; Block 15873, p/o Lot 1; Block 15874, Lots p/o 8, p/o 41; Block 15875, p/o Lot 1; Block 15876 p/o Lot 1) is an approximately 441,421 square foot lot bounded by Beach 44th Street, Shore Front Parkway/Edgemere Avenue, Rockaway Beach and Boardwalk, and Beach 38th Street. Based on current plans, the zoning lot is anticipated to be developed with approximately 174,800 square feet of residential floor area (0.40 FAR) including attached and semi-detached one- and two-family buildings.

Zoning Lot B1 (Block 15862, p/o Lot 1; Block 15863, Lot 1; Block 15864, Lot 1; Block 15869, p/o Lot 1) is an approximately 361,439 square foot lot bounded by Beach 38th Street, Shore Front Parkway, and Rockaway Beach and Boardwalk. Based on current plans, the zoning lot is anticipated to be developed with approximately 712,083 square feet (1.98 FAR) of floor area,

[2] The UDAAP Project Summary for the project will allow up to 500,000 square feet of commercial floor area within the Proposed Development.

including 674,100 square feet of residential uses and 37,983 square feet of commercial uses. New development would include multi-family apartment buildings along Shore Front Parkway/Edgemere Avenue, varying in height from five to eleven stories. Retail space would be located on the ground floor of the multi-family apartment buildings. The new development would also include attached and semi-detached one- and two-family townhouse buildings and attached and semi-detached single-family residences south of the multifamily mid-rise structures.

Zoning Lot B2 (Block 15862, p/o Lot 1; Block 15863, p/o Lot 1) is an approximately 128,517 square foot lot with frontage on Shore Front Parkway/Edgemere Avenue and Beach 35th Street. Zoning Lot B2 would be developed with approximately 247,345 square feet (1.92 FAR) of floor area, including 230,120 square feet of residential uses and 17,225 square feet of commercial uses. Based on current plans, new development is anticipated to include mixed-use multi-family apartment buildings with ground floor commercial use varying from seven to eleven stories in height.

Zoning Lot B3 (Block 15862, p/o Lot 1) is an approximately 25,728 square foot lot with frontage on Beach 35th Street. Based on current plans, the zoning lot is anticipated to be developed with approximately 25,728 square feet (1.00 FAR) of floor area, including 15,728 square feet of commercial uses and 10,000 square feet of manufacturing uses. The 25,728 square feet of floor area is anticipated to be used by a 10,000 square-foot microbrewery (manufacturing use), a 5,000 square-foot taphouse/restaurant, and approximately 10,000 square feet of retail space.

Zoning Lot B4 (Block 15862, p/o Lot 1; Block 15863, p/o Lot 1; Block 15868, p/o Lot 1; Block 15869, p/o Lot 1) is an approximately 133,885 square foot lot with frontage on Beach 35th Street and Rockaway Beach and Boardwalk. Based on current plans, the zoning lot is anticipated to be developed with approximately 73,984 square feet of commercial floor area (0.55 FAR) for a proposed 125 to 150 key hotel and would include buildings ranging from one to three stories in height.

The proposed developments on Zoning Lots B1, B2, B3 and B4 will be centered around a retail promenade and plaza west of 35th Street. The retail promenade will include ground floor retail stores within multi-family apartment buildings and standalone commercial buildings. The promenade will create a pedestrian connection leading from the Beach 36th Street-Edgemere Station to the promenade's plaza located adjacent to the microbrewery use, beachfront dune preserve and Rockaway Beach and Boardwalk.

Zoning Lot C (Block 15861, Lot 47) is an approximately 26,350 square foot lot with frontage on Shore Front Parkway between Beach 35th and Beach 34th Streets. Based on current plans, the zoning lot is anticipated to be developed with approximately 16,716 square feet of community facility floor area (0.63 FAR) and would include a stand-alone one-story building.

Zoning Lot D (Block 15859, Lot 1; Block 15860 Lot 1; Block 15861, p/o Lot 1; Block 15865, p/o Lot 1; Block 15866, p/o Lot 1; Block 15867, p/o/ Lot 1) is an approximately 739,116 square foot lot bounded by Beach 35th Street, Seagirt Boulevard, Beach 34th Street, Shore Front Parkway, Beach 32nd Street, and Rockaway Beach & Boardwalk. Zoning Lot D would be developed with approximately 849,792 square feet (1.14 FAR) of floor area, including 842,592 square feet of residential floor area, 5,000 square feet of community facility floor area, and 2,200 square feet of commercial floor area. Based on current plans, the zoning lot is anticipated to be developed with multi-family apartment buildings along Shore Front Parkway/Edgemere Avenue, varying in height from five to nine stories. Retail space would be located on the ground floor of the multi-family apartment buildings. Further to the south, new development would also include attached and semi-detached one- and two-family townhouse buildings and single-family residences south of the multifamily mid-rise structures.

Zoning Lot E (Block 15947, Lot 1; Block 15948, Lot 1) is an approximately 38,007 square foot lot bounded by Beach 35th Street, Shore Front Parkway/Edgemere Avenue, and Seagirt Boulevard. Based on current plans, the zoning lot is expected to be developed with approximately 104,316 square of commercial floor area (2.74 FAR) and would include a stand-alone six-story building.

The Project Area is mapped within the AE 100-year flood hazard zone with a Base Flood Elevation (BFE) of 10 feet. All buildings would exceed both FEMA and New York City Building Code requirements regulating construction within flood areas. The Proposed Development includes raising the elevations of portions of the Project Area to reduce the potential for flood damage or impacts on the proposed improvements.

Open Spaces

The Proposed Development will include several different open spaces, including a 15-acre beachfront dune preserve and dune gardens as well as a proposed plaza, greenways and a series of landscaped open spaces throughout the Proposed Project. The proposed beachfront dune preserve is mapped as parkland and anticipated to be a naturally landscaped and growth area. North of the dune preserve are dune gardens that are intended to incorporate habitat-based native plantings and low-impact pathways, which allow for more intensive use and may incorporate additional programs beyond passive enjoyment and circulation, such as gathering spaces and outdoor dining areas. The proposed plaza spaces are anticipated to be flexible, paved spaces for pedestrians and to accommodate retail and/or food vendors, and trees and groundcover plantings to provide shade.

The proposed greenway spaces are intended to operate as conveyance areas for rain water during storm events and as circulation and passive recreation spaces for pedestrians and cyclists when dry enough to be safely occupied. Plantings within the greenways are comprised of hydric native species. Additionally, grasses and reeds are proposed for the lowest, wettest areas and woody plants tolerant of occasional inundation are proposed for the mid- and upper-slope areas. These open spaces also include pathways and may incorporate weirs, check valves, culverts, or other structures to manage and control the flow of water during flood events and to maintain adequate moisture for the plants in dry weather. Pathway lighting is the only infrastructure required for these open spaces.

Other uses that are contemplated for the Proposed Development's open spaces are landscaped open spaces for event space and parks with both passive and active recreation programming. These spaces may include playgrounds, gathering areas, outdoor dining, and flexible plaza space to service occasional markets or other temporary events.

Nature Preserve

The Proposed Project also includes the creation of the 35-acre Arverne East Nature Preserve between Beach 44th Street and Beach 56th Place and Edgemere Avenue and the Rockaway Beach Boardwalk. The Nature Preserve will be mapped as parkland under the jurisdiction of the New York City Department of Parks and Recreation and publicly accessible via a network of trails focused on areas already subject to foot traffic. The intent of the design is to enhance and protect the fragile maritime ecology, while enabling the public to enjoy the diverse plant communities and wildlife these habitats attract. Nearly four acres of existing impervious surfaces will be removed and replaced with natural beach sand and native plantings. Non-native, disturbed or poor-quality habitats will be restored to naturalistic conditions, attracting wildlife through an improved diversity of plant species, including native grassland, shrubland, maritime woodland, and wet meadows. New plantings will increase the volumes of native and coastal plant communities that are already successfully established at the site intended to preserve the existing natural ecology.

It is anticipated that the existing distressed edges of the north, east and west sides of the Nature Preserve will be defined by a new frame consisting of a 6” concrete street curb containing a 3’-6” strip of low-growing native grasses growing between it and the 6’ wide concrete sidewalk. Lining the sidewalk and protecting the landscape from the incursion of cars is a low single timber rail. The sidewalk widens to create a nature viewing area, enabling pedestrians to enjoy the wildest part of the sanctuary from the urban edge. The timber rail opens in several places to allow entry to the preserve via a system of 5’ wide, ADA accessible footpaths. Made of recycled plastic lumber, concrete, and other materials still being explored and set on grade, both the

installation and location of the paths will minimize habitat disturbance while enabling people to experience the diverse plant communities.

North/south paths will provide direct connections between the street and the Boardwalk; the meandering east/west paths will provide a more immersive "journey" through the Preserve, and offer an educational loop at the eastern end of the site across Beach 44th from the proposed comfort station/multi-purpose building. Small bump-outs of the paths will be located at various points of interest in the nature preserve to provide the ability to step aside and observe the natural areas in more detail. To minimize disturbance, paths will be designed to circumnavigate the sensitive plant communities established on site, particularly the area between Beach 50th and Beach 47th Streets. Foot traffic will be concentrated in areas where significant disturbance has already occurred.

6. ACTIONS NECESSARY TO FACILITATE THE PROJECT

The following action is proposed to facilitate the construction of the Proposed Project:

a) Urban Development Action Area Designation and Urban Development Action Area Project Approval

The Project Area consists of land 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 Project Area 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 majority of the Project Area was previously approved for Disposition of Real Property (C 030511 HAQ), therefore, disposition is not requested as part of this application.

Other Concurrent Actions

In addition to the above action, a zoning map amendment and zoning text amendment are requested as part of a concurrent related application to facilitate the development of a 10,000 square foot microbrewery and 5,000 square foot tap house or restaurant. The zoning text amendment would modify Section 123-90 to add MX-21 to the list of Special Mixed Use Districts mapped throughout the city. No changes to the standard rules for mixed use districts are proposed. The zoning map amendment would map MX-21:M1-4/R6 over an area approximately 150 feet by 400 feet at the southern end of Beach 35th Street. The district's location and configuration would allow a broader range of uses at the end of a planned retail corridor along Beach 35th Street.

7. CONCLUSION

Development of the Proposed Project would complete implementation of the Arverne URP, which was originally established in 1968 and most recently amended in 2003. The Proposed Project would meet the objectives of the Second Amended URP by facilitating the development of new, high-quality affordable and market-rate housing that is compatible with the surrounding land uses, as well as create a new retail and entertainment promenade that will facilitate local and sustainable economic growth. The Proposed Project also modifies the previously approved project to respond to today's resiliency standards and offers new site and infrastructure improvements. The Proposed Project enhances public access to world-class beaches and the natural environment and provides new recreation opportunities through open space improvements.