Land Use Review Application

Department of City Planning **120 Broadway, New York, NY 10271**

City Planning will assign and stamp reference numbers here

APPLICATION NUMBER | APPLICATION NUMBER

APPLICATION NUMBER | APPLICATION NUMBER

1. APPLICANT AND APPLICANT'S REPRESENTATIVES

NYC Economic Development Corporation
APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION) *

110 William Street
STREET ADDRESS

New York | **NY** | **10038**
CITY | STATE | ZIP

AREA CODE | TELEPHONE # | FAX#

Rob Holbrook, Senior Vice President
APPLICANT'S PRIMARY REPRESENTATIVE

NYC Economic Development Corporation
REPRESENTATIVE'S COMPANY/AGENCY OR OTHER ORGANIZATION

110 William Street
STREET ADDRESS

New York | **NY** | **10038**
CITY | STATE | ZIP

(212) | **312-3706** | **(212) 312-3989**
AREA CODE | TELEPHONE # | FAX#

*** List additional applicants below:**

NYC Department of Housing Preservation and Development (Urban Renewal Area Only)
CO-APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION)

Department of Citywide Administrative Services (Disposition Only)
CO-APPLICANT (COMPANY/AGENCY OR OTHER ORGANIZATION)
ADDITIONAL APPLICANT REPRESENTATIVE:

NAME AND PROFESSIONAL AFFILIATION (ATTORNEY/ARCHITECT/ENGINEER ETC.) | TELEPHONE # | FAX #

2. SITE DATA

(If the site contains more than one property complete the "LR Item 2. Site Data Attachment Sheet.")

Various
STREET ADDRESS

Downtown Far Rockaway Redevelopment
PROJECT NAME (IF ANY)

Roughly bounded by Cornaga Avenue, Beach Channel Drive, Central Avenue, and Nameoke Avenue
DESCRIPTION OF PROPERTY BY BOUNDING STREETS OR CROSS STREETS

R5, R5/C1-2, R5/C2-2, C4-2, C8-1, M1-1
EXISTING ZONING DISTRICT (INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY)

25b, 31a
ZONING SECTIONAL MAP NO(S).

See Attached | **Queens** | **14**
TAX BLOCK AND LOT NUMBER | BOROUGH | COMM. DIST.

Excelsior Program Investment Zone (Far Rockaway)
URBAN RENEWAL AREA, HISTORIC DISTRICT OR OTHER DESIGNATED AREA (IF ANY)

IS SITE A NEW YORK CITY OR OTHER LANDMARK? NO ☒ YES ☐ IF YES, IDENTIFY _____

3. DESCRIPTION OF PROPOSAL

(If the entire project description does not fit in this space, enter "see attached description" below and submit description on a separate sheet, identified as "LR item 3. Description of Proposal")

See Attached

4. ACTIONS REQUESTED AND FEES

(Check appropriate action(s) and attach supplemental form)

* No supplemental form required

☐	CHANGE IN CITY MAP……MM	$
☒	ZONING MAP AMENDMENT……ZM	$ **N/A**
☒	ZONING TEXT AMENDMENT…… ZR	$ **N/A**
☐	ZONING SPECIAL PERMIT.....ZS	$
☐	ZONING AUTHORIZATION……ZA	$
☐	ZONING CERTIFICATION……ZC	$
☐	PUBLIC FACILITY, SEL../ACQ…....PF	$
☒	DISPOSITION OF REAL PROP……..PP	$ **N/A**
☐	URBAN DEVELOP=T ACTION……HA	$
☒	URBAN RENEWAL PROJECT……..*	$ **N/A**
☐	HOUSING PLAN & PROJECT……*	$
☐	FRANCHISE……..*	$
☐	REVOCABLE CONSENT……*	$
☐	CONCESSION……..*	$
☐	LANDFILL……..*	$
☐	OTHER (Describe) _____	$

☐	MODIFICATION _____	$
☐	FOLLOW-UP _____ APPLICATION NO.	$
☐	RENEWAL _____ APPLICATION NO.	$
☐	OTHER _____ SPECIFY	$

TOTAL FEE (For all actions) $ **N/A**

Make Check or Money Order payable to Department of City Planning.

If fee exemption is claimed check box below and explain

☒ **Applicant is a City Agency**

Has pre-application meeting been held? ☐ NO ☒ YES

If yes **Brendan Pillar** (DCP Office/Representative) **1/20/2016** (Date of meeting)

5. ENVIRONMENTAL REVIEW

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) (Discuss with CEQR lead agency before completing)

LEAD AGENCY **Office of the Deputy Mayor for Housing and Economic Development** CEQR NUMBER **16DME010Q**

TYPE OF CEQR ACTION:

☐ TYPE II Type II category: _____ Date determination was made: _____

☒ TYPE I } Has EAS been filed? Yes ☒ No ☐

☐ UNLISTED } If yes, Date EAS filed: **August 19, 2016**

Has CEQR determination been made? Yes ☒ No ☐

If yes, what was determination? Negative Declaration ☐

CND ..... ☐ } Date determination made: **August 19, 2016** (Attach Copy)

Positive Declaration ☒

If Positive Declaration, has PDEIS been filed? _____

Has Notice of Completion (NOC) for DEIS been issued? **Yes** If yes, attach copy.

If PDEIS has not been filed, has final scope been issued? **Yes** If yes, date issued: _____

6. COASTAL ZONE MANAGEMENT

IS SITE IN STATE DESIGNATED COASTAL ZONE MANAGEMENT (CZM)? AREA? No ☐ Yes ☒

7. RELATED ACTIONS BY CITY PLANNING

LIST ALL CURRENT OR PRIOR CITY PLANNING COMMISSION ACTIONS RELATED TO SITE:

APPLICATION NO.	DESCRIPTION/ DISPOSITION/STATUS	CAL. NO.	DATE
See Attached			

8. RELATED ACTIONS BY OTHER AGENCIES

LIST ALL OTHER CURRENT OR PRIOR CITY, STATE OR FEDERAL ACTIONS RELATED TO APPLICATION:

REFERENCE NO.	DESCRIPTION/ DISPOSITION/STATUS	CAL. NO.	DATE

9. FUTURE ACTIONS REQUIRED

LIST ALL FUTURE CITY, STATE OR FEDERAL ACTIONS REQUIRED TO IMPLEMENT THE PROPOSED ACTION:

10. APPLICANT (Attach authorizing resolution(s), if applicable)

Rob Holbrook, Senior Vice President

NAME AND TITLE OF APPLICANT OR AUTHORIZED REPRESENTATIVE | SIGNATURE OF APPLICANT | DATE

NYC Economic Development Corporation

APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION (IF ANY)

11. CO-APPLICANTS

(Attach authorizing resolution(s), if applicable)

Eunice Suh, Assistant Commissioner

NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE | SIGNATURE OF CO-APPLICANT | DATE

NYC Department of Housing Preservation and Development (Urban Renewal Area Only)

CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

STREET ADDRESS	CITY	STATE	ZIP	TEL.NO.	FAX
100 Gold Street	**New York**	**NY**	**10038**	**(212) 863-8658**	

Randal Fong, Assistant Commissioner

NAME AND TITLE OF CO-APPLICANT OR AUTHORIZED REPRESENTATIVE | SIGNATURE OF CO-APPLICANT | DATE

Department of Citywide Administrative Services (Disposition Only)

CO-APPLICANT'S COMPANY/AGENCY OR OTHER ORGANIZATION

STREET ADDRESS	CITY	STATE	ZIP	TEL.NO.	FAX
1 Centre Street	**New York**	**NY**	**10007**	**(212) 386-0618**	

ADMINISTRATIVE CODE

ANY PERSON WHO SHALL KNOWINGLY MAKE A FALSE REPRESENTATION ON OR WHO SHALL KNOWINGLY FALSIFY OR CAUSE TO BE FALSIFIED ANY FORM, MAP, REPORT OR OTHER DOCUMENT SUBMITTED IN CONNECTION WITH THIS APPLICATION SHALL BE GUILTY OF AN OFFENSE PUNISHABLE BY FINE OR IMPRISONMENT OR BOTH, PURSUANT TO SECTION 10-154 OF THE CITY OF NEW YORK ADMINISTRATIVE CODE.

NOTICE

THIS APPLICATION WILL BE DEEMED PRELIMINARY UNTIL IT IS CERTIFIED AS COMPLETE BY THE DEPARTMENT OF CITY PLANNING OR THE CITY PLANNING COMMISSION. ADDITIONAL INFORMATION MAY BE REQUESTED OF THE APPLICANT BY THE DEPARTMENT OF CITY PLANNING.

City Map Change . . . . . MM

APPLICATION NO

Proposed City Map Change
(Check appropriate boxes)

1. ESTABLISH NEW..... ☐ STREET ☐ PARK ☐ PUBLIC PLACE ☐ GRADE
2. ELIMINATE EXISTING..... ☐ STREET ☐ PARK ☐ PUBLIC PLACE ☐ GRADE
3. CHANGE EXISTING STREET..... ☐ WIDTH ☐ ALIGNMENT ☐ GRADE
4. EASEMENT
   Delineate New..... ☐ Remove Existing..... ☐ Modify Existing..... ☐
5. RELATED ACQUISITION OR DISPOSITION OF PROPERTY ..... ☐

Zoning Map Change . . . . . ZM

APPLICATION NO

(If more than five changes are being requested, enter "see attached" below and list ALL PROPOSED ZONING CHANGES in the same format as below on a separate sheet titled "Proposed Zoning Map Changes")

Proposed Zoning Map Change(s)

		EXISTING		PROPOSED
CHANGE #1	FROM:	See attached	TO:	
CHANGE #2	FROM:		TO:	
CHANGE #3	FROM:		TO:	
CHANGE #4	FROM:		TO:	
CHANGE #5	FROM:		TO:	

Zoning Text Amendment . . . . . ZR

APPLICATION NO.

If more than five sections are proposed to be amended, enter "see attached" below, and list ALL PROPOSED TEXT AMENDMENTS in the same format as below on a separate sheet titled "Proposed Zoning Text Amendments.")

Affected Zoning Resolution (ZR) Sections

ZR SECTION NUMBER	ZONING RESOLUTION SECTION TITLE
23-154(d)(2)	Maximum Floor Area Ratio
136-00	Special Downtown Far Rockaway District
Appendix B	Index of Special Purpose Districts
Appendix F	Inclusionary Housing Designated Areas

Downtown Far Rockaway Redevelopment
Site Data Sheet

						EXISTING			NO. OF COMM./ INST.FAC		NO. OF DWELLINGS		
Tax Block	**Tax Lot**	**Address**	**UR Site No.**	**Owner**	**Buildings/Stories/Uses**	**Zoning**	**Occup.**	**Vacant**	**No. Empl.**	**Occup.**	**Vacant**	**Proposed Uses/Restriction**
Disposition Sites												
15705	59	Beach 21 Street		City of New York	Bus Depot	C8-1/R5						Commercial, Community Facility, Residential
15705	69	Beach 21 Street		City of New York[1]	Bus Depot	C8-1						
15534	70	26-06 Nameoke Av		City of New York	Vacant	R3-X						
Proposed Downtown Far Rockaway Urban Renewal Area (Acquisition and Disposition)												
15529	9	Nameoke Av	3	City of New York	Vacant	M1-1						Commercial, Community Facility, Residential, Transportation
15529	10	20-50 Nameoke Av	2	Private	Vacant Building	M1-1						
15537	p/o 1	20-02 Mott Av	3	Private	Shopping Center	C4-2/C8-1						
15537	p/o 1	20-02 Mott Av	1	Private	Shopping Center	C4-2/C8-1						
15537	5	20-10 Mott Av	1	Private	Bank	C4-2						
15537	p/o 40	18-01 Redfern Av	1	Private	Churchyard/Vacant Land	C8-1						
15537	46	Redfern Av	1	Private	Vacant	C8-1						
15537	50	17-27 Redfern Av	1	Private	Vacant	C8-1						
15537	51	17-25 Redfern Av	1	Private	Vacant	C8-1						
15537	53	17-21 Redfern Av	1	Private	Residential	C8-1					2	
15537	54	17-19 Redfern Av	1	Private	Residential	C8-1				1		
15537	55	Redfern Av	1	Private	Vacant	C8-1						
15537	56	17-15 Redfern Av	1	Private	Residential	C8-1				2		
15537	57	17-11 Redfern Av	1	Private	Residential	C8-1				1		
15537	58	17-09 Redfern Av	1	Private	Residential	C8-1				1		
15537	59	Redfern Av	1	Private	Vacant	C8-1						
15537	60	17-01 Redfern Av	1	Private	Recycling Center	C8-1						
15537	63	16-29 Redfern Av	1	Private	Recycling Center	C8-1						
15537	65	16-25 Redfern Av	1	Private	Recycling Center	C8-1						

15537	71	20-47 Nameoke Av	1	Private	Industrial	C8-1						Commercial, Community Facility, Residential, Transportation
15537	79	Nameoke Av	3	City of New York	Vacant	C8-1						
15537	89	20-09 Nameoke Av	1	Private	Industrial	C8-1						
15537	92	Nameoke Av	1	Private	Auto Repair	C8-1						
15537	94	14-02 Augustina Av	1	Private	Auto Repair	C8-1						
15537	99	14-06 Augustina Av	1	Private	Auto Repair	C8-1						
15537	100	Augustina Av	1	Private	Vacant	C8-1						
15537	112	Bayport Pl	1	Private	Vacant	C4-2						
15537	128	Central Av	1	Private	Vacant	C4-2						
15537	130	Central Av	1	Private	Vacant	C4-2						
Proposed Zoning Map Changes												
15528	1	21-46 Mott Av		Private	Commercial	C1-2/R5						Commercial, Community Facility, Residential
15528	5	13-12 Beach Channel Dr		Private	Commercial	C1-2/R5						
15528	6	13-16 Beach Channel Dr		Private	Mixed Commercial/Residential	C1-2/R5						
15528	9	13-24 Beach Channel Dr		Private	Parking	C1-2/R5						
15528	12	13-26 Beach Channel Dr		Private	Commercial	C1-2/R5						
15528	13	21-15 Dix Av		Private	Residential	C1-2/R5						
15528	14	21-11 Dix Av		Private	Residential	C1-2/R5						
15528	15	21-09 Dix Av		Private	Residential	C1-2/R5						
15528	16	21-07 Dix Av		Private	Residential	C1-2/R5						
15528	17	21-05 Dix Av		Private	Residential	C1-2/R5						
15528	19	21-01 Dix Av		Private	Residential	C1-2/R5						
15528	40	21-34 Mott Av		Private	Commercial	C1-2/R5						
15528	41	21-36A Mott Av		Private	Commercial	C1-2/R5						
15528	42	21-36B Mott Av		Private	Commercial	C1-2/R5						
15528	43	21-38 Mott Av		Private	Commercial	C1-2/R5						
15528	44	21-40 Mott Av		Private	Commercial	C1-2/R5						
15528	45	21-44 Mott Av		Private	Commercial	C1-2/R5						
15528	112	13-30 Beach Channel Dr		Private	Commercial	C1-2/R5						
15528	115	18-12 Redfern Av		Private	Residential	C1-2/R5						

15529	4	Mott Av		Long Island Rail Road	Transportation	M1-1						Transportation
15529	9	Nameoke Av	3	City of New York	Vacant	M1-1						Commercial, Community Facility, Residential, Transportation
15529	10	20-50 Nameoke Av	2	Private	Vacant Building	M1-1						
15529	161	14-14 Brunswick Av		Private	Light Industrial	M1-1						Commercial, Community Facility, Residential
15534	70	26-06 Nameoke Av		City of New York	Vacant	R3-X						
15535	1	13-38 Central Av		Private	Commercial	C1-2/R5						
15535	9	13-37 Augustina Av		Private	Residential	R5				2		
15535	11	13-25 Augustina Av		Private	Vacant	R5						
15535	55	13-16 Central Av		Private	Public Facility	C1-2/R5						
15535	58	13-20 Central Av		Private	Commercial	C1-2/R5						
15535	59	13-22 Central Av		Private	Commercial	C1-2/R5						
15535	60	13-24 Central Av		Private	Commercial	C1-2/R5						
15535	61	13-26 Central Av		Private	Commercial	C1-2/R5						
15535	62	13-28 Central Av		Private	Public Facility	C1-2/R5						
15536	1	13-06 Bayport Pl		Private	Mixed Commercial/Residential	C8-1						
15536	6	13-12 Bayport Pl		Private	Commercial	C8-1						
15536	12	Augustina Av		Private	Parking	C8-1						
15536	15	Augustina Av		Private	Parking	C8-1						
15536	18	19-15 Nameoke Av		Private	Commercial	C8-1						
15536	22	14-14 Central Av		Private	Public Facility	C8-1						
15536	28	Central Av		Private	Parking	C8-1						
15536	31	Central Av		Private	Vacant	C8-1						
15537	p/o 1	20-02 Mott Av	3	Private	Shopping Center	C4-2/C8-1						Commercial, Community Facility, Residential, Transportation
15537	p/o 1	20-02 Mott Av	1	Private	Shopping Center	C4-2/C8-1						
15537	5	20-10 Mott Av	1	Private	Bank	C4-2						
15537	p/o 40	18-01 Redfern Av	1	Private	Churchyard/Vacant Land	C8-1						
15537	46	Redfern Av	1	Private	Vacant	C8-1						
15537	50	17-27 Redfern Av	1	Private	Vacant	C8-1						
15537	51	17-25 Redfern Av	1	Private	Vacant	C8-1						
15537	53	17-21 Redfern Av	1	Private	Residential	C8-1					2	

15537	54	17-19 Redfern Av	1	Private	Residential	C8-1				1		
15537	55	Redfern Av	1	Private	Vacant	C8-1						
15537	56	17-15 Redfern Av	1	Private	Residential	C8-1				2		Commercial, Community Facility, Residential, Transportation
15537	57	17-11 Redfern Av	1	Private	Residential	C8-1				1		
15537	58	17-09 Redfern Av	1	Private	Residential	C8-1				1		
15537	59	Redfern Av	1	Private	Vacant	C8-1						
15537	60	17-01 Redfern Av	1	Private	Recycling Center	C8-1						
15537	63	16-29 Redfern Av	1	Private	Recycling Center	C8-1						
15537	65	16-25 Redfern Av	1	Private	Recycling Center	C8-1						
15537	71	20-47 Nameoke Av	1	Private	Industrial	C8-1						
15537	79	Nameoke Av	3	City of New York	Vacant	C8-1						
15537	89	20-09 Nameoke Av	1	Private	Industrial	C8-1						
15537	92	Nameoke Av	1	Private	Auto Repair	C8-1						
15537	94	14-02 Augustina Av	1	Private	Auto Repair	C8-1						
15537	99	14-06 Augustina Av	1	Private	Auto Repair	C8-1						
15537	100	Augustina Av	1	Private	Vacant	C8-1						
15537	112	Bayport Pl	1	Private	Vacant	C4-2						
15537	125	15-02 Far Rockaway Blvd		Verizon	Utility	C4-2						Utility
15537	128	Central Av	1	Private	Vacant	C4-2						Commercial, Community Facility, Residential, Transportation
15537	130	Central Av	1	Private	Vacant	C4-2						
15537	133	15-20 Central Av		Private	Industrial	C4-2						Commercial, Community Facility, Residential
15537	137	15-26 Central Av		Private	Public Facility	C4-2						
15537	147	16-00 Central Av		Private	Commercial	C4-2						
15537	148	16-12 Central Av		Private	Commercial	C4-2						
15537	150	16-18 Central Av		Private	Public Facility	C4-2						
15537	152	16-22 Central Av		Private	Commercial	C4-2						
15537	153	16-24 Central Av		Private	Commercial	C4-2						
15543	32	11-56 Nameoke St		Private	Residential	C1-2/R3X						
15543	35	11-70 Nameoke St		Private	Residential	C1-2/R5						
15543	43	Central Av		Private	Parking	C1-2/R5						

15543	46	12-13 Neilson St		Private	Residential	C1-2/R5						
15543	53	11-63 Neilson St		Private	Residential	C1-2/R5						
15544	24	11-42 Bayport Pl		Private	Residential	C8-1						Commercial, Community Facility, Residential
15544	26	11-46 Bayport Pl		Private	Parking	C8-1						
15544	28	14-35 Central Av		Private	Commercial	C8-1						
15544	31	14-25 Central Av		Private	Mixed Commercial/Residential	C8-1						
15544	34	14-19 Central Av		Private	Parking	C8-1						
15544	40	14-01 Central Av		Private	Commercial	C8-1						
15545	19	11-38 Foam Pl		Private	Vacant	C4-2						
15545	23	15-25 Central Av		Private	Commercial	C4-2						
15545	26	15-21 Central Av		Private	Public Facility	C4-2						
15545	28	15-19 Central Av		Private	Public Facility	C4-2						
15545	29	15-13 Central Av		Private	Public Facility	C4-2						
15545	32	1149 Central Av		Private	Public Facility	C4-2						
15557	1	16-02 Mott Av		Private	Commercial	C2-2/R5						
15557	4	16-12 Mott Av		City of New York	Public Facility	C2-2/R5						
15557	14	18-02 Mott Av		US Postal Service	Public Facility	C2-2/R5						
15557	17	18-22 Mott Av		US Postal Service	Public Facility	C2-2/R5						
15557	81	14 Scott A Gadell Pl		Private	Residential	C2-2/R5						
15557	83	16 Scott A Gadell Pl		Private	Residential	C2-2/R5						
15557	84	18 Scott A Gadell Pl		Private	Residential	C2-2/R5						
15557	86	20 Scott A Gadell Pl		Private	Residential	C2-2/R5						
15559	1	11-03 Foam Pl		Private	Public Facility	C4-2						
15559	8	Mott Av		Private	Parking	C4-2						
15559	12	19-30 Mott Av		Private	Commercial	C4-2						
15559	25	16-15 Central Av		City of New York	Public Facility	C4-2						
15559	40	16-11 Central Av		Private	Mixed Commercial/Residential	C4-2						
15559	42	16-03 Central Av		Private	Commercial	C4-2						
15559	44	16-01 Central Av		Private	Commercial	C4-2						
15559	51	Foam Pl		Private	Parking	C4-2						

15559	54	Foam Pl		Private	Parking	C4-2						
15559	58	11-19 Foam PL		Private	Vacant	C4-2						
15559	62	Foam Pl		Private	Vacant	C4-2						Commercial, Community Facility, Residential
15559	151	11-35 Foam Pl		Private	Parking	C4-2						
15560	1	18-60 Cornaga Av		Private	Commercial	C2-2/R5						
15560	8	10-16 Beach 19 St		Private	Parking	C2-2/R5						
15560	12	10-30 Beach 19 St		Private	Mixed Commercial/Residential	C2-2/R5						
15560	17	18-47 Mott Av		Private	Commercial	C2-2/R5						
15560	22	Mott Av		Private	Parking	C2-2/R5						
15560	23	18-41 Mott Av		Private		C2-2/R5						
15560	24	18-37 Mott Av		Private	Public Facility	C2-2/R5						
15560	26	18-35 Mott Av		Private	Public Facility	C2-2/R5						
15560	30	18-19 Mott Av		Private	Commercial	C2-2/R5						
15560	34	18-07 Mott Av		Private	Commercial	C2-2/R5						
15560	40	18-20 Cornaga Av		Private	Mixed Commercial/Residential	C2-2/R5						
15560	41	18-24 Cornaga Av		Private	Residential	C2-2/R5						
15560	43	18-26 Cornaga Av		Private	Residential	C2-2/R5						
15560	44	18-30 Cornaga Av		Private	Public Facility	C2-2/R5						
15560	45	18-36 Cornaga Av		Private	Public Facility	C2-2/R5						
15560	50	18-40 Cornaga Av		City of New York	Public Facility	C2-2/R5						
15560	52	18-54 Cornaga Av		Private	Commercial	C2-2/R5						
15560	54	18-58 Cornaga Av		Private	Commercial	C2-2/R5						
15561	1	10-02 Beach 20 St		Private	Commercial	C4-2						
15561	4	10-08 Beach 20 St		Private	Commercial	C4-2						
15561	8	10-18 Beach 20 St		Private	Vacant	C4-2						
15561	10	10-25 Beach 20 St		Private	Vacant	C2-2/R5						
15561	13	10-26 Beach 20 St		Private	Commercial	C4-2						
15561	16	10-32 Beach 20 St		Private	Mixed Commercial/Residential	C4-2						
15561	18	10-34 Beach 20 St		Private	Commercial	C4-2						
15561	19	10-36 Beach 20 St		Private	Commercial	C4-2						

15561	21	10-40 Beach 20 St		Private	Commercial	C4-2						
15561	22	10-42 Beach 20 St		Private	Commercial	C4-2						
15561	23	10-44 Beach 20 St		Private	Commercial	C4-2						Commercial, Community Facility, Residential
15561	26	10-48 Beach 20 St		Private	Commercial	C4-2						
15561	29	19-31 Mott Av		Private	Commercial	C4-2						
15561	34	19-01 Mott Av		Private	Commercial	C2-2/R5						
15561	40	10-35 Beach 19 St		Private	Residential	C2-2/R5						
15561	41	10-33 Beach 19 St		Private	Residential	C2-2/R5						
15561	42	10-31 Beach 19 St		Private	Residential	C2-2/R5						
15561	43	10-29 Beach 19 St		Private	Residential	C2-2/R5						
15561	44	10-27 Beach 19 St		Private	Residential	C2-2/R5						
15561	45	10-25 Beach 19 St		Private	Residential	C2-2/R5						
15561	46	10-23 Beach 19 St		Private	Residential	C2-2/R5						
15561	47	10-21 Beach 19 St		Private	Residential	C2-2/R5						
15561	58	Cornaga Av		Private	Parking	C2-2/R5						
15563	1	18-45 Cornaga Av		Private	Parking	C2-2/R5						
15563	6	1837 Cornaga Av		Private	Parking	C2-2/R5						
15563	9	18-33 Cornaga Av		Private	Public Facility	C2-2/R5						
15563	11	18-27 Cornaga Av		Private	Commercial	C2-2/R5						
15563	12	18-21 Cornaga Av			Public Facility	C2-2/R5						
15563	16	18-15 Cornaga Av		Private	Commercial	C2-2/R5						
15563	22	Cornaga Av		Private	Parking	C2-2/R5						
15563	25	15-01 Mott Av		Private	Commercial	C2-2/R5						
15563	31	Gateway Blvd		Private	Vacant	C2-2/R5						
15563	40	Gateway Blvd		Private	Vacant	C2-2/R5						
15563	43	Gateway Blvd		Private	Vacant	C2-2/R5						
15564	17	7-00 Beach 20 St		Private	Mixed Commercial/Residential	C1-2/R5						
15564	23	7-04 Beach 20 St		Private	Public Facility	C1-2/R5						
15564	25	7-14 Beach 20 St		Private	Industrial	C4-2						
15564	33	19-33 Cornaga Av		Private	Public Facility	C4-2						

15564	36	19-27 Cornaga Av		Private	Public Facility	C4-2						
15564	38	19-23 Cornaga Av		Private	Commercial	C4-2						
15564	40	19-19 Cornaga Av		Private	Mixed Commercial/Residential	C4-2						Commercial, Community Facility, Residential
15564	42	19-15 Cornaga Av		Private	Parking	R5						
15564	45	19-03 Cornaga Av		Private	Commercial	R5						
15564	50	719 Beach 19 St		Private	Residential	R5						
15564	7501	7-20 Beach 20 St			Commercial	C4-2						
15574	28	14-09 Gateway Blvd		Private	Residential	R5				24		
15574	36	Gateway Blvd		Private	Vacant	R5						
15574	48	14-15 Mott Av		Private	Residential	R5				43		
15661	1	22-02 Mott Av		Private	Commercial	C1-2/R5						
15661	9	22-18 Mott Av		Private	Commercial	C1-2/R5						
15661	70	13-29 Dix Av		Private	Commercial	C1-2/R5						
15661	80	13-15 Beach Channel Dr		Private	Commercial	C1-2/R5						
15704	1	1005 Beach 20 St		Private	Commercial	C4-2						
15704	5	20-08 Cornaga Av		Private	Mixed Commercial/Residential	C4-2						
15704	6	20-14 Cornaga Av		Private	Parking	C4-2						
15704	17	10-32 Beach 21 St		Private	Parking	C4-2						
15704	26	10-40 Beach 21 St		Private	Mixed Commercial/Residential	C4-2						
15704	30	10-50 Beach 21 St		Private	Mixed Commercial/Residential	C4-2						
15704	36	10-62 Beach 21 St		Private	Parking	C4-2						
15704	40	20-01 Mott Av		Private	Mixed Commercial/Residential	C4-2						
15704	53	10-57 Beach 20 St		Private	Mixed Commercial/Residential	C4-2						
15704	55	10-55 Beach 20 St		Private	Mixed Commercial/Residential	C4-2						
15704	57	10-51 Beach 20 St		Private	Commercial	C4-2						
15704	60	10-47 Beach 20 St		Private	Mixed Commercial/Residential	C4-2						
15704	66	10-27 Beach 20 St		Private	Mixed Commercial/Residential	C4-2						
15704	72	10-21 Beach 20 St		Private	Commercial	C4-2						
15704	75	10-19 Beach 20 St		Private	Commercial	C4-2						
15705	1	10-09 Cornaga Av		Private	Parking	C8-1						

15705	6	21-12 Cornaga Av		Private	Vacant	C8-1						
15705	59	Beach 21 Street		City of New York	Bus Depot	C8-1/R5						
15705	69	Beach 21 Street		City of New York[1]	Bus Depot	C8-1						
15705	78	10-27 Beach 21 St		Private		C8-1						
15705	81	10-17 Beach 21 St		Private	Vacant	C8-1						
15705	84	Beach 21 St		Private	Parking	C8-1						Commercial, Community Facility, Residential
15705	88	Beach 21 St		Private	Parking	C8-1						
15705	125	21-01 Mott Av		Private	Mixed Commercial/Residential	C8-1						
15705	135	Beach 22 St		City of New York	Vacant	C8-1						
15705	136	Beach 22 St		City of New York	Vacant	C8-1						
15705	140	10-74 Beach 22 St		Private	Parking	C8-1						
15709	92	11-32 Beach Channel Dr		Private	Residential	C1-2/R5						
15709	101	21-41 Mott Av		Private	Commercial	C1-2/R5						
15709	109	21-23 Mott Av		Private	Commercial	C1-2/R5						
15709	115	21-19 Mott Av		Private	Mixed Commercial/Residential	C1-2/R5						
15709	118	21-17 Mott Av		Private	Commercial	C1-2/R5						
15709	215	21-19A Mott Av		Private	Vacant	C1-2/R5						
15710	45	11-51 Beach Channel Dr		Private	Commercial	C1-2/R5						
15710	51	11-43 Beach Channel Dr		Private	Mixed Commercial/Residential	C1-2/R5						
15710	53	11-39 Beach Channel Dr		Private	Residential	C1-2/R5						
15710	56	11-35 Beach Channel Dr		Private	Residential	C1-2/R5						
15750	29	20-09 Cornaga Av		Private	Mixed Commercial/Residential	C4-2						
15750	33	7-13 Beach 20 St		Private	Mixed Commercial/Residential	C4-2						
15750	37	7-07 Beach 20 St		Private	Commercial	C4-2						
15750	40	7-03 Beach 20 St		Private	Commercial	C4-2						
15750	42	Beach 20 St		Private	Parking	C4-2						
15750	43	Beach 20 St		Private	Vacant	C4-2						
15750	45	Beach 20 St		Private	Vacant	C1-2/R5						

Note:

[1] The Metropolitan Transportation Authority (MTA) holds a leasehold interest in Block 15705, Lot 69, pursuant to its Master Lease with the City of New York. The proposed action will require the surrender of this leasehold interest to the City by the MTA Board of Directors, which is a non-discretionary action.

PROJECT DESCRIPTION

1. INTRODUCTION

The City of New York, acting through the Office of the Deputy Mayor for Housing and Economic Development ("ODMHED"), Department of Housing Preservation and Development ("HPD"), and Department of Citywide Administrative Services ("DCAS"), is proposing a series of land use actions (collectively, "Proposed Actions") to implement a comprehensive plan to redevelop and revitalize an approximately 22-block area of the Downtown Far Rockaway neighborhood of Queens, Community District 14 ("Project Area"). As described in more detail in this application, the overall Project Area is comprised of a Rezoning Area, a Mandatory Inclusionary Housing Area, an Urban Renewal Area, and two Disposition Sites. DCAS is a co-applicant only for disposition of the two city-owned Disposition Sites. The Project Area is generally bounded by Cornaga Avenue to the south; Beach 22nd Street, Beach Channel Drive and Redfern Avenue to the west and northwest; Gateway Boulevard to the southeast; and Central Avenue and Nameoke Avenue to the east and northeast. The Proposed Actions for this application include:

Zoning Map Amendments to change existing R5, R5/C1-2, R5/C2-2, C4-2, C8-1 and M1-1 districts to R5, R5/C2-4, R6, R6/C2-4, and R7-1/ C2-4 districts and establish the Special Downtown Far Rockaway District
ODMHED, on behalf of the City, seeks approval to amend the zoning map such that existing light manufacturing and commercial districts would be changed to mixed residential and commercial districts to allow a wider range of uses and concentrate density near mass transit, while maintaining consistency with the existing neighborhood scale.

Zoning Text Amendments to establish the Special District and establish a Mandatory Inclusionary Housing Area ("MIHA")
ODMHED, on behalf of the City, seeks approval to amend the zoning text to establish a Special District to blend new development into the existing neighborhood fabric and preserve the neighborhood's historic "Village" center, unlock development potential and foster a broad and vibrant mix of commercial and residential uses, enliven the streetscape, and adjust accessory off-street parking requirements to match neighborhood demand. Finally, an MIHA would be established within the Rezoning Area and both Option 1 and Option 2 are proposed to apply within the MIHA.

Disposition of Real Property
DCAS, on behalf of the City, is seeking approval to dispose of two City-owned sites in accordance with ULURP and City Charter Section 384(b)(4).

Approval and designation of the Downtown Far Rockaway Urban Renewal Area ("DFRURA") and Downtown Far Rockaway Urban Renewal Plan ("DFRURP") and acquisition and disposition of real property
HPD, on behalf of the City, seeks designation of the DFRURA, approval of the DFRURP, and approval of the acquisition and disposition of properties in the DFRURA. The proposed urban renewal strategy is intended to complement the proposed rezoning and Special District text as well as facilitate site assemblage and redevelopment.

The Proposed Actions have been crafted as part of a comprehensive community planning process, described in detail below, and are expected to result in the development of 3,035 dwelling units, 248,867 square feet ("sf") of commercial (retail) space, 91,947 sf of community facility space, and 35,669 sf of new privately-owned publicly-accessible open space (collectively, "Proposed Project") within the Project Area.

The City of New York has also prepared and filed amended zoning text and amended zoning map amendments (referred to hereafter as the "A-Application") that address issues raised just before or shortly after the land use application was complete. The modified zoning text amendments (N170244(A) ZRQ) would provide necessary design flexibility within Subdistrict A of the proposed Special Downtown Far Rockaway District ("Special District") to promote better site planning on the current Far Rockaway Shopping Center, a key future site within the neighborhood. Subdistrict A is mainly comprised of the Shopping Center site, a large but highly irregular underutilized site in the heart of Downtown Far Rockaway, as well as the proposed Downtown Far Rockaway Urban Renewal Area. Increasing design flexibility would improve the overall site plan, creating a set of buildings and public spaces that respond better to the surrounding neighborhood context. Moreover, the text modifications were crafted to ensure successful site planning on a complex and irregular site, as well as in response to feedback heard during the public review process, specifically the heights of buildings within the Special District. In response to these comments, the location of towers within the Subdistrict was further limited and the maximum base height along Mott Avenue and Nameoke Avenue has been lowered.

The modified zoning map amendments (C170243(A) ZMQ) would slightly extend the Rezoning Area and the Special District in two places and extend a proposed C2-4 commercial overlay to an area already located within the Rezoning Area. These modifications would allow for additional development projects that meet the purpose and need for the Proposed Actions. The City became aware of the interest to redevelop these sites as it was completing the land use application, and it needed additional time to properly evaluate each project. It was not possible, therefore, to include these development scenarios in the certified land use application.

2. BACKGROUND

The Rockaway Peninsula as a whole became a popular area for seaside hotels starting in the 1830s, and its popularity grew with the coming of the Rockaway Beach Branch Long Island Rail Road's ("LIRR") to Long Island City and Flatbush Terminal (now Atlantic Terminal). In 1898, when Far Rockaway was consolidated into the City of Greater New York, the estimated permanent population was 11,000 persons. In 1898, while not densely populated, Far Rockaway had begun to resemble the neighborhood it is today. From the late 1800s into the 1900s Far Rockaway grew as a low-density residential neighborhood, featuring other land uses and attractions: religious facilities; a well-equipped hospital; banks; newspaper publishers; general businesses; hotels; and entertainment facilities along the seaside. However, Far Rockaway lacked large-scale employers, thus many permanent residents had to make long daily commutes to the City's employments centers. Many homeowners supplemented their income by renting their homes during the summer months, when the peninsula became attractive for vacationing.

In the following century, Far Rockaway would experience more rapid growth. In 1930 the population had grown to 30,000 people; by 1950, that population was 50,000. In 1956, subway service was introduced to the neighborhood, encouraging industrial and commercial growth and making it possible for the middle and working class to settle in the Rockaways. By 1960, the permanent, year-round population had increased to 79,000. However, in the later part of the 20th century, Far Rockaway began to lose its appeal as a summertime vacation spot. As the tourism industry declined, a lack of public and private investment in Far Rockaway became evident.

Historically, Downtown Far Rockaway's commerce was anchored by tourism, seaside entertainment and vacation rentals. Today, Downtown Far Rockaway serves as the neighborhood's central commercial downtown, and is anchored by the retail corridors of Central Avenue, Mott Avenue, and Beach 20th Street as well as the Far Rockaway LIRR line and the NYC Transit ("NYCT") A-Train subway line. The area is also served by four MTA bus routes (QM17, Q22, and Q113/Q114) and three Nassau Inter-County Express ("NICE") buses (N31/N32, and N33). Over the years the Downtown commercial core has faced many challenges. The commercial downtown is defined by local-serving retail, office space, and community facilities such as the post office, public library, houses of worship and police and fire stations. However, decades of insufficient investment have resulted in underperforming retail corridors as well as a lack of housing options, community services, and amenities. The area is characterized by poor pedestrian circulation and uninviting streetscapes, with little public open space. Although Downtown Far Rockaway presents an opportunity for transit-oriented development, revitalization has been hindered due to a significant number of underutilized properties.

Previous Planning Studies and Capital Projects

In recent years Far Rockaway has been the subject of numerous planning initiatives, but these efforts have predominantly focused on residential areas outside the downtown core. Studies and capital projects include the 2005 Bayswater/Far Rockaway Rezoning, 2005 Far Rockaway/Mott Creek Rezoning, the 2006 Far Rockaway Station Area Master Plan, the 2008 Rockaway Neighborhoods Rezoning, the 2014 Rockaway Development & Revitalization Corporation Redesign Plan, the 2014 *Rockaway East – New York Rising Community Reconstruction Plan* ("NYRCR"), and the Department of Transportation ("DOT") and the Department of Design and Construction ("DDC")'s Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project.

Recent zoning initiatives have focused on preserving residential areas of the Rockaways. The Department of City Planning ("DCP")'s 2005 Bayswater/Far Rockaway rezoning initiative rezoned all or portions of 57 blocks in Bayswater and 25 blocks in Far Rockaway. The Bayswater section was generally bounded by Hassock Street, Redfern Avenue and Beach Channel Drive to the south and east, Motts Basin to the north, and North Basin to the west. The Far Rockaway section was generally bounded by Empire Avenue and Cornaga Avenue to the south, Nameoke Street to the west, Brunswick Avenue to the north, and the Nassau County line to the east. The rezoning was intended to preserve the community's low- to mid-density context of detached one- and two-family homes.

The 2005 Far Rockaway and Mott Creek rezoning initiative rezoned all or portions of 21 blocks in Far Rockaway. The rezoning area was generally bounded by Hicksville Road to the north, Beach 9th Street

and Beach 6th Street to the west, Seagirt Avenue and the Far Rockaway Inlet to the south and the Nassau County line to the east. Similar to the Bayswater/Far Rockaway Rezoning, the rezoning sought to preserve the existing low-density character of the Far Rockaway and Mott Creek communities and ensure that future residential development would be consistent with the existing one- and two-family, detached and semi-detached housing mix that typifies much of the area. In addition, zoning was also updated to give greater flexibility for residents to enlarge their one- and two-family detached and semi-detached residences to accommodate larger families.

The 2006 Far Rockaway Station Area Master Plan was a planning exercise undertaken by the New York City Economic Development Corporation ("EDC") to document existing conditions in Downtown Far Rockaway and identify opportunities for public realm improvements in the vicinity of the Far Rockaway NYCT A-Train station. The goals of the study included enhancing local quality of life and attracting jobs and investment. EDC held workshops and meetings with Community Board 14 and local stakeholders to develop specific recommendations.

In 2008, DCP's Rockaway Neighborhoods Rezoning, a comprehensive rezoning strategy for 280 blocks of the Rockaway Peninsula was adopted. The rezoning aimed to reinforce and protect the special character of five Rockaway neighborhoods: Rockaway Park, Rockaway Beach, Somerville, Edgemere and Far Rockaway) including over 200 of the Rockaway's famed bungalows, and other blocks containing one-and two-family residences. The rezoning also provided for moderate opportunities for new mixed residential and commercial development in select locations near transit and long main corridors and established new regulations to address parking demand generated by new development.

Between 2010 and 2012, the Rockaway Development & Revitalization Corporation ("RDRC"), a non-profit corporation established to promote small business, economic and commercial revitalization throughout the Rockaways, created the RDRC Downtown Far Rockaway Redesign Plan. The plan aimed to create a framework for change, provide design solutions, and make recommendations for future study. The study identified a number of areas of concern, including Downtown Far Rockaway, which was characterized by its lackluster gateways from transit, lack of open space, fragmented commercial areas, and "dropped" connections. The plan created a vision for a sustainable Downtown Far Rockaway by diversifying economic opportunities and attracting residents and visitors. The project included short-term recommendations including streetscape improvements and temporary open spaces and longer-term strategies such as integrating green infrastructure into a network of new open spaces, parking facilities, and more to improve community resiliency.

Superstorm Sandy wrought substantial damage on the Rockaways and the storm was followed by many rebuilding and planning initiatives, including the New York Rising Community Reconstruction ("NYRCR") process, described here, as well as other more recent planning initiatives. Led by the New York State Governor's Office of Storm Recovery, the 2014 Rockaway East NYRCR Plan used $15.1 million in Federal Community Development Block grant-Disaster Recovery funding for eligible recovery and resiliency projects in the Rockaway East Community. The Rockaway East NYRCR Planning Area was located at the eastern edge of the Rockaway Peninsula, bounded by Beach 74th Street to the west and by the Nassau County line to the east, encompassing Downtown Far Rockaway. In 2014, the Rockaway East NYRCR Planning Committee prepared the *Rockaway East – New York Rising Community Reconstruction Plan.* The plan was the result of a collaborative community-based process to address the needs of communities affected by three extreme weather events: Hurricane Irene, Tropical Storm Lee, and Hurricane Sandy. The plan assessed storm damage, described recovery and resiliency needs and identified opportunities, provided reconstruction and resiliency strategies, and outlined projects and actions to implement those strategies. Goals of the plan included increasing the social resiliency of Rockaway East's neighborhoods, protecting the coastline from rising sea levels, and encouraging economic revitalization and workforce development. Among many funded projects, specific reconstruction projects proposed within or in the vicinity of the Project Area include implementation of a bike share program, a bus circulator service, a relief center network, workforce development programs, and physical improvements to the Mott Avenue corridor. These projects are in various stages of implementation. As an example, a Request for Expressions of Interest was issued in May 2016 for the resiliency workforce development program, and improvements to the Mott Avenue corridor are expected to begin in summer 2017.

DOT and DDC's Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project, a City Capital Project, is currently in the preliminary design stages. The project is aimed at enhancing the public realm of Downtown Far Rockaway by implementing a comprehensive urban design plan and streetscape improvements that will encourage a safer, more inviting pedestrian experience while employing sustainable, energy-efficient and visually appealing street design elements. The project will focus on the area adjacent to the NYCT A-Train station including portions of Mott Avenue, Cornaga Avenue, Beach Channel Drive, Beach 22nd Street, Beach 21st Street, Beach 20th Street, and Beach 19th Street. The district's current and potential role in serving as a transit hub for Downtown Far Rockaway as well as the peninsula is a key component of the area's revitalization and design plan. The project will include full

street reconstruction in conjunction with new storm and sanitary sewers, new curbs, sidewalks and expanded pedestrian spaces throughout the downtown.

Community Working Group and Roadmap for Action

Most recently, the City initiated an inter-agency effort to mobilize and coordinate City projects and investments on the Rockaway Peninsula. Following this effort, in the February 2015 State of the City Address, Mayor de Blasio announced a commitment to the revitalization of the Rockaway Peninsula. In support of this effort, the City looked across the peninsula at opportunities to provide new affordable housing and support neighborhood growth with a specific focus on Downtown Far Rockaway, the Peninsula's historic downtown core. To catalyze the revitalization of Downtown Far Rockaway, the Downtown Far Rockaway Working Group (the Working Group) was convened in October 2015 by the local Council Member in partnership with City Hall and including other local elected officials and representatives from the community, business, and nonprofit sectors. The Working Group held a public meeting in January 2016 to discuss challenges and opportunities, identify priorities and key issues, and provide ideas on a set of recommendations to help guide future development and investment in Downtown Far Rockaway.

The Working Group used public input to develop a set of recommendations to guide future public and private investment in Downtown Far Rockaway. In a letter to the Mayor, the Working Group asked that the City activate long-vacant sites, increase access to housing and retail opportunities, and help the area reach its potential as the peninsula's commercial hub. The community's vision emphasized the need for comprehensive and coordinated City action to transform the neighborhood. The Working Group's recommendations, delivered to Mayor de Blasio on February 1, 2016, were organized around the following goals:

- Re-establish Downtown Far Rockaway as the commercial and transportation hub of the Rockaway peninsula;
- Reposition the area as a mixed-use district, including new mixed-income housing;
- Activate the public realm with new connections and public open space;
- Improve the quality of life for residents through access to community services, education, and quality jobs; and
- Build the capacity of community organizations and support local businesses.

In the 2016 State of the City Address, Mayor de Blasio announced a $91 million commitment for the Downtown Far Rockaway area to help spur revitalization of the neighborhood. Following Mayor de Blasio's announcement, the City launched an interagency planning effort to reestablish Downtown Far Rockaway as the commercial hub of the Rockaway peninsula, culminating in the release of the Downtown Far Rockaway Roadmap for Action in August 2016 in response to the Working Group's letter to the Mayor. The Roadmap for Action integrates land use tools with infrastructure investments and improved community services to transform the downtown core into a vibrant, mixed-use center. The Roadmap includes five strategies, including:

- Identifying new opportunities for mixed-income housing;
- Improving transportation infrastructure and transforming public space;
- Strengthening existing commercial corridors, small businesses, and connections to jobs;
- Expanding upon community services and cultural assets; and
- Rezoning the downtown area to unlock development potential for commercial and residential uses.

The Roadmap outlines over 25 action items and includes the administration's specific plans to realize the community's vision for a revitalized Downtown Far Rockaway. In addition to the proposed land use actions, other specific action items include implementing improvements to approximately nineteen existing storefronts; reinforcing Mott Avenue as a "Village Main Street" by expanding sidewalks, adding trees, and installing new lighting; strengthening commercial ground floor uses along major corridors to enliven the streetscape; exploring partnerships to attract quality employers to the neighborhood, while improving access to job opportunities at JFK Airport; installing amenities such as benches, wayfinding signage, sidewalk plantings, and new storm sewers; and working with community-based organizations to develop multi-generational programming for public spaces.

3. DESCRIPTION OF THE PROPOSED PROJECT AREA

The Project Area is an approximately 22-block area generally bounded by Cornaga Avenue to the south; Beach 22nd Street, Beach Channel Drive and Redfern Avenue to the west and northwest; Gateway Boulevard to the southeast; and Central Avenue and Nameoke Avenue to the east and northeast. The Project Area is comprised of the areas described below, which would be directly affected by the Proposed Actions:

- **Rezoning Area.** The Rezoning Area is the 21-block portion of the Project Area which would be rezoned to allow new residential uses and a wider range of commercial and community facility uses. The boundaries of the Rezoning Area are generally coterminous with the boundaries of the Project Area but for the DSNY Disposition Site (see below), located at Nameoke and Augustina Avenues, which would not be rezoned under the Proposed Actions.

- **Proposed Downtown Far Rockaway Urban Renewal Area.** The Proposed DFRURA is the approximately 13-acre portion of the Project Area which is generally bounded by Nameoke Avenue to north, Mott Avenue to the south, Central Avenue and Augustina Avenue to the east, and Redfern Avenue to the west. For this area, the City, through HPD, is proposing the designation of the DFRURA, the approval of the DFRURP, and disposition of property within the DFRURA. The proposed urban renewal strategy is intended to complement the proposed rezoning and Special District text as well as facilitate site assemblage and redevelopment.

- **Disposition Sites.** The Disposition Sites include two City-owned parcels, one of which is located at Beach 21st Street, south of Mott Avenue, and is comprised of two lots (Block 15705, part of Lot 59 and all of Lot 69) that are under the jurisdiction of the DOT and the Metropolitan Transportation Authority ("MTA"). The DOT/MTA Disposition Site is currently used as a layover area for buses and a municipal parking lot. As part of DOT's Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project, which is independent of the Proposed Actions, the bus layover use will be relocated to another location within the immediate neighborhood. Following relocation, DOT would construct a public plaza on a portion of Lot 59. The remaining portion of Lot 59 would be disposed of by the City to a future developer and the air rights from the DOT plaza would be available for transfer to the DOT/MTA Site. The second Disposition Site, which is located at Nameoke Avenue between Brunswick and Augustina Avenues (Block 15534, Lot 70) is outside of the Rezoning Area. The site is under the jurisdiction of the Department of Sanitation ("DSNY"). The DSNY Disposition Site is vacant.

The A-Application includes amendments to the zoning map and extensions of the boundary of the Rezoning Area in two places. The proposed C2-4 commercial overlay would be extended southeast along Mott Avenue at a depth of 100 feet to cover portions of Lots 31, 40 and 43 on Block 15563. The certified proposal would have removed the existing C2-2 commercial overlay from a proposed R6 district on these lots. By extending the overlay, a mixed residential and commercial development with a commercial use on the ground floor would be allowed where a ground floor community facility use had initially been projected. In addition, the Rezoning Area, the proposed R6 residential district, and the proposed Special Downtown Far Rockaway District would be extended across Gateway Boulevard to cover Lot 36 to facilitate an affordable housing development on Lot 36 and parts of Lots 28, and Block 15574. The Rezoning Area would extend approximately 10 feet into Lot 28, which would not be a sufficient depth for the R6 zoning to be utilized on Lot 28. The Rezoning Area would also extend 100 feet into Lot 48. Extending the R6 onto a portion of Lot 48 would help bring an existing six-story, 43 unit multi-family building located on this site into compliance with zoning. Current R5 zoning limits the maximum height of a building to four stories.

Finally, the Rezoning Area, the proposed R6/C2-4 districts, and the proposed Special Downtown Far Rockaway District to the Augustina Avenue facing portion of Block 15535, south of a street center line prolongation of Neilson Street. The Central Avenue portion of Block 15535 is currently within the Rezoning Area and the Augustina Avenue portion is not. The affected lots include Lots 9, 11, part of 62, and part of 55. Extending the rezoning area would support the development of mixed-use building with a grocery store and a laundromat on the ground floor with affordable housing above.

The proposed A-Application would not affect the boundaries of the proposed Urban Renewal Area or the proposed Disposition Sites.

Land Uses

The Project Area supports a variety of land uses, including commercial, residential, mixed-commercial and residential, light-industrial, public facilities/institutional, and vacant land. Commercial land uses tend to be concentrated along the main pedestrian and automotive thoroughfares such as Mott Avenue, Central Avenue, and Beach 20th Street. Commercial buildings generally range from one- to five-story attached buildings with retail on the ground floor and office space located above. Mixed-commercial and residential buildings in these areas are generally comprised of ground-floor retail uses with two- to three-stories of residential uses above. Clusters of residential uses are distributed throughout the study area and range from two-story single-family detached homes on narrow lots to five-story multi-family apartment buildings.

Light-industrial uses are primarily clustered on Redfern Avenue near the intersection of Nameoke Avenue as well as Beach 20th Street, south of Cornaga Avenue. Industrial uses include a variety of uses such as a scrap metal yard and recycling center, warehouses and supply stores, and other light-industrial uses. Industrial buildings tend to be low-rise, one- to two-story structures, many of which feature side yards for parking or storage. A number of vacant buildings and lots are distributed throughout the Project Area.

Transportation

The Project Area is well served by public transportation and is uniquely situated at the terminus of both the Far Rockaway LIRR line and the NYCT A-Train subway line. A number of local and express bus routes operated by MTA Bus and NICE also serve the Project Area. The Project Area is also well connected to the region's highway system including the Nassau Expressway and Rockaway Turnpike, which provide connections to Kennedy Airport, the Belt Parkway, and the Van Wyck Expressway.

Existing Zoning

Current zoning has remained unchanged since 1961, when the current New York City Zoning Resolution ("Zoning Resolution") was established. Existing zoning within the Project Area is comprised of R5, C4-2, C8-1, and M1-1 districts. The Project Area also contains C1-2 and C2-2 commercial overlays mapped within portions of R5 districts.

R5

R5 districts are found within the Project Area along Central Avenue, north of Nameoke Avenue, east of Augustina Avenue and west of Channing Road. R5 districts are also mapped along Mott Avenue, to the east of Beach 18th and Beach 19th Streets to Gateway Boulevard and along Beach Channel Drive, west of Redfern Avenue and Beach 22nd Street, between Dix Avenue and just south of Mott Avenue.

These areas are primarily comprised of semi-detached and attached one- and two-family residences, multi-family walk-up buildings, and multi-family elevator buildings. Institutional uses can also be found in this area including, PS 253.

R5 districts allow a variety of housing at a higher density than permitted in R3-2 and R4 districts. The floor area ratio (FAR) of 1.25 typically produces three-and four-story attached houses and small apartment houses. Community facility uses are also permitted in R5 districts and have a maximum FAR of 2.0. With a height limit of 40 feet, R5 districts provide a transition between lower- and higher-density neighborhoods. To ensure compatibility with neighborhood scale, R5 districts allow a 30 foot maximum street wall height and a 40 foot maximum building height. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Detached houses must have two side yards that total at least 13 feet, each with a minimum width of five feet. Semi-detached houses need one eight foot wide side yard. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85 percent of the dwelling units in the building.

Affordable Senior Housing

Within R5 districts, Affordable Independent Residences for Seniors ("AIRS") and Long-Term Care Facilities ("LTCF") are permitted a maximum FAR of 1.95. The maximum building height for these building types is 45 feet, except that beyond 25 feet of the street line, the height may be increased to 55 feet where certain criteria are met, such as adjacency to large lots, existing tall buildings, or a preponderance of multi-family housing.

C4-2

A C4-2 district is mapped over the majority of the Project Area between C8-1 districts, which are described below, and R5 districts, in the heart of the Project Area. The C4-2 district is mapped along Beach 20th Street and Central Avenues, between Bayport Place and Cornaga Avenue.

The existing C4-2 district within the Project Area, is primarily comprised of commercial and institutional uses. Commercial uses are concentrated along Central Avenue, Beach 20th Street and Mott Avenue. These commercial uses include local retail and several multi-story office buildings. The institutional uses within the C4-2 district include the Queens Library at Far Rockaway, an FDNY Fire Station, and several places of worship.

C4 districts are generally mapped in regional commercial centers where uses serve an area larger than a neighborhood shopping area. C4-2 districts permit residential uses with a maximum FAR of 2.43 (R6 equivalent), commercial uses with a maximum FAR of 3.4, and community facility uses with a maximum 4.8 FAR. C4-2 districts have no fixed height limits and building envelopes are regulated by a sky exposure plane. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit, and for developments along wide streets (defined as 75 feet wide or more) the maximum FAR is 3.0 and the building height limit is 70 feet. Off-street parking is required for 85 percent of dwelling units[1]. Outside the transit zone, off-street parking is required for 25 percent of the income-restricted housing units.

Affordable Senior Housing

Within R6 and R6 equivalent districts (C4-2), AIRS and LTCF buildings are permitted a maximum FAR is 3.9. The maximum base height is 65 feet and the maximum building height is 85 feet (8 stories). In locations where buildings are in the vicinity of transportation infrastructure like elevated rail lines, rail road right-of-ways, or expressways, the maximum building height is increased to 115 feet (11 stories) to allow for additional flexibility. Outside the transit zone, AIRS have a parking requirement of 10 percent of the total number of DUs.

C8-1

A C8-1 district can be found in the heart of the Project Area, generally south of Nameoke Avenue, east of both Redfern Avenue and Beach 22nd Street and north of Cornaga Avenue.

The existing C8-1 district within the Project Area is primarily comprised of automotive-related commercial and manufacturing uses. The manufacturing uses within the C8-1 district include Redfern Recycling, and several warehouses along Redfern Avenue (south of Nameoke Avenue).

C8 districts bridge commercial and manufacturing uses and provide for automotive and other heavy commercial services that often require large amounts of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations and car washes—although all commercial uses (except large, open amusements) as well as certain community facilities are permitted in C8 districts. C8-1 districts allow for a commercial FAR of 1.0, and a community facility FAR of 2.40. Residential use is not allowed. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet, or two stories, whichever is less, above the street line. Off-street parking requirements vary with the use, but are 1 space per 300 square feet of floor area for typical commercial retail and service uses.

M1-1

An M1-1 district is mapped in the northern section of the Project Area north of Nameoke Avenue along Redfern Avenue, in an area generally including a mix of low-rise commercial, storage, and light industrial buildings.

M1-1 districts permit manufacturing and commercial uses with a maximum FAR of 1.0 FAR, and limited community facility uses with an FAR of 2.40. Residential uses are not permitted. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet, or two stories, whichever is less, above the street line. Off-street parking requirements vary with the use. All industrial uses are allowed in M1 districts if the uses meet the performance standards (minimum requirements or maximum limits) set in the Zoning Resolution for noise, vibration, smoke, and odors.

C1 and C2 Commercial Overlays

On Beach Channel Drive and Cornaga Avenue, portions of the R5 districts are mapped with C1-2 or C2-2 overlays. Typical uses found within the commercial overlays in the Project Area are beauty salons, delis and dollar stores. There are some community facility uses, including the Arverne Church of God on Central Avenue (13-28 Central Avenue) and the Bethel Temple Church on Foam Place (11-03 Foam Place).

C1-2 and C2-2 are commercial overlays mapped within residential districts. They are mapped along streets that serve local retail needs, and are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts. When mapped within an R5 district, C1-2 or C2-2 commercial overlay districts permit a commercial FAR of 1.0. C1-2 and C2-2 districts have high off-street parking requirements that vary by use, but are 1 space per 300 square feet of floor area for typical commercial retail and service uses.

[1] Per Zoning Resolution 25-027, in Community District 14 in the Borough of Queens, R6 and R7 Districts shall be subject to the accessory off-street parking regulations of an R5 District, except that such requirement shall not apply to any development located within an urban renewal area established prior to August 14, 2008, or to income-restricted housing units as defined in Zoning Resolution Section 12-10.

4. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Actions (described below) have been developed as part of a comprehensive response to the recommendations of the Working Group and to fulfill the strategies within the Roadmap for Action, with the aim of activating underutilized sites with mixed-use, transit-oriented development throughout the Project Area. With the Proposed Actions in place, the Project Area would be transformed with new residential, community facility, and commercial spaces, and new open space, replacing vacant land and unoccupied, low-rise, and underutilized commercial, industrial, and storage buildings. As described in the Draft Environmental Impact Statement, approximately 3,035 new dwelling units, 243,867 sf of retail space, 91,947 sf of community facility space, and 35,669 sf of new publicly accessible open space is projected to be developed in the Project Area by 2032. The A-Application would result in a 102 dwelling unit increase, an 11,660-sf increase in the retail increment, a 6,000-sf decrease in the community facility increment, and a 4,669-sf decrease in the amount of publicly accessible open space.

Past rezonings have focused on areas surrounding the downtown area and, as such, the current zoning has remained unchanged since 1961 when the current Zoning Resolution was established. Although Downtown Far Rockaway presents an opportunity for transit-oriented development, existing zoning does not capitalize on the area's location near transit and out of the flood zone. The proposed zoning map changes and zoning text amendments would allow for a range of uses that would complement the downtown setting and unlock development potential throughout Downtown Far Rockaway, enhancing the vitality of existing commercial corridors while creating opportunities for a more vibrant, mixed-use community, concentrating density close to the downtown commercial core and mass transit, while integrating new development with the existing neighborhood scale and preserving the "village" character of Downtown Far Rockaway. The proposed urban renewal strategy would complement the zoning map amendments and text amendments by facilitating site assemblage and redevelopment of key sites within the neighborhood. Finally, the proposed disposition of the two-city owned sites would deliver affordable housing on the DOT/MTA Disposition Site, a key site located within the heart of the neighborhood and directly adjacent to the A-Train Station, while also activating the DSNY Disposition Site, which is a currently vacant site.

The A-Application's proposed text amendments would increase design flexibility within the Special District to ensure successful site planning on a complex and irregular site, while the proposed zoning map modifications would support development projects that would complement the goals of the Proposed Actions.

5. ACTIONS NECESSARY TO FACILITATE THE PROJECT

In order to meet the goals described above, the following land use actions are proposed:

- Changes to the Zoning Map to change existing light manufacturing and commercial zoning to mixed residential and commercial zoning to allow a wider range of uses and concentrate density near mass transit, while maintaining consistency with the existing neighborhood scale and establish the Special Downtown Far Rockaway District;
- Amendment to the Zoning Resolution to:
    - Create a Special District to require active ground floors where commercial and community facility uses are allowed, to adjust maximum permitted base and building heights, and to adjust accessory off-street parking requirements; and
    - Establish a MIHA (Mandatory Inclusionary Housing Area);
- Disposition approval to allow two City-owned parcels to be developed pursuant to the proposed zoning following a competitive Request For Proposal (RFP) process; and
- Designation of the DFRURA, approval of the DFRURP, acquisition of property through negotiated purchase or eminent domain, and disposition of property.

Proposed Zoning Districts

The City is proposing zoning map amendments to change all or portions of existing R5, R5/C1-2, R5/C2-2, C4-2, C8-1 and M1-1 districts to R5, R6, R7-1, and C2-4 districts. The proposed zoning districts would allow for a wider range of uses and unlock development potential throughout Downtown Far Rockaway. The proposed zoning would enhance the vitality of existing commercial corridors while creating opportunities for a more vibrant, mixed-use community. The proposed zoning changes would concentrate density close to the downtown commercial core and mass transit, while integrating new development with the existing neighborhood scale and preserving the "village" character of Downtown Far Rockaway.

Proposed R5/C2-4
(Existing C4-2)

An extension of an R5 district is proposed at the southern end of the Rezoning Area, south of Cornaga Avenue along Beach 20th Street. The proposed extension of the R5 district would replace a portion of an existing C4-2 district to provide a transition in height and limit the range of uses from the periphery of the Rezoning Area to the downtown core.

R5 districts allow a variety of housing at an FAR of 1.25, which typically produces three- and four-story attached houses and small apartment houses. With a height limit of 40 feet, R5 districts provide a transition between lower- and higher-density neighborhoods. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building before a building can rise to the maximum permitted building height. Detached, single- and two-family houses must have two side yards that total at least 13 feet, each with a minimum width of 5 feet. Semi-detached houses need one eight-foot-wide side yard, and all other types of residences typically require two side yards, each with a width of eight feet. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Cars may park in the side or rear yard, in the garage, or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85 percent of the DUs in the building.

Affordable Senior Housing

Within R5 districts, AIRS and LTCF are permitted a maximum FAR of 1.95. The maximum building height is 45 feet, except that beyond 25 feet of the street line, the height may be increased to 55 feet where certain criteria are met, such as adjacency to large lots, existing tall buildings, or a preponderance of multi-family housing.

Proposed R6
(Existing R5, C4-2, C8-1, and M1-1)

R6 districts are proposed to be mapped to the north of Nameoke Avenue generally between Redfern Avenue and Central Avenue, the intersection of Mott Avenue and Beach Channel Drive, along Mott Avenue generally between Beach 19th Street and Gateway Boulevard, and south of Cornaga Avenue between Beach 21st Street and Beach 19th Street. The proposed A-Application would extend the boundaries of the R6 district in two areas-- at Augustina Avenue and to the south of Gateway Boulevard. Along Gateway Boulevard, the proposed R6 residential district and the proposed Special Downtown Far Rockaway District would be extended across Gateway Boulevard to all or portions of Lots 28, 36 and 48 on Block 15574. The Rezoning Area would extend approximately 10 feet into Lot 28, which would not be a sufficient depth for the R6 zoning to be utilized on Lot 28. The Rezoning Area would also extend 100 feet into Lot 48. Extending the R6 onto a portion of Lot 48 would help bring an existing six-story, 43 unit multi-family building located on this site into compliance with zoning. Current R5 zoning limits the maximum height of a building to four stories. The A-Application would also extend the proposed R6 district to cover the Augustina Avenue facing portion of Block 15535, south of a street center line prolongation of Neilson Street. The Central Avenue portion of Block 15535 is currently within the Rezoning Area and the Augustina Avenue portion is not. The affected lots include Lots 9, 11, part of 62, and part of 55. The proposed R6 district would cover most of the Rezoning Area and would replace the existing R5, C4-2 C8-1, and M1-1 districts.

R6 zoning districts would allow residential and community facility uses a maximum FAR of 3.0. Up to 3.6 FAR is allowed in Mandatory Inclusionary Housing ("MIH") designated areas. R6 districts permit all types of housing. The minimum base height is 40 feet, and the maximum base height is 65 feet for buildings with qualifying ground floors, above which the building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street. The maximum building height is 75 feet (7 stories) for buildings with qualifying ground floors. For buildings providing inclusionary housing units, the maximum height is increased to 85 feet (8 stories) for buildings with qualifying ground floors. Off-street parking is required for 85 percent of DUs[2], and outside the transit zone, parking is required for 25 percent of income-restricted units.

Affordable Senior Housing

AIRS and LTCF developments in R6 districts are allowed a maximum FAR of 3.9. The maximum base height is 65 feet and the maximum building height is 85 feet (8 stories) for buildings with a qualifying ground floor. Outside the transit zone, AIRS have a parking requirement of ten percent of the total number of DUs.

Proposed R7-1
(Existing C4-2 and C8-1)

[2] As described above, in Community District 14 in the Borough of Queens, R6 and R7 Districts shall be subject to the accessory off-street parking regulations of an R5 District, except that such requirement shall not apply to any development located within an urban renewal area established prior to August 14, 2008, or to income-restricted housing units as defined in Zoning Resolution Section 12-10. The proposed Special District would modify this requirement to reflect what is described here as the requirement for R6 districts

The proposed R7-1 district would be mapped from Nameoke Avenue to Mott Avenue, between Redfern Avenue and Augustina and Central Avenues.

R7-1 districts are medium-density apartment house districts. The height factor regulations for R7 districts encourage lower apartment buildings on smaller zoning lots and, on larger lots, taller buildings with less lot coverage. As an alternative, developers may choose the optional Quality Housing regulations to build lower buildings with greater lot coverage. Height factor buildings are often set back from the street and surrounded by open space and on-site parking. The maximum FAR is 4.0, and the base height before setback is 40 to 65 feet with a maximum building height of 80 feet. Within R7-1 districts, the area between a building's street wall and the street line must be planted, and the building must have interior amenities for residents pursuant to the Quality Housing Program. Off-street parking is required for 60 percent of the DUs, and can be waived if five or fewer spaces are required.

Affordable Senior Housing

AIRS and LTCF developments in R7-1 districts can be developed or enlarged pursuant to the basic floor area and open space regulations set forth in Zoning Resolution Section 23-151, as applicable. In R7-1 districts the permitted FAR for affordable, independent residences for seniors is 5.01; in addition, when residential uses or community facility uses are mixed with affordable independent residences for seniors on the same zoning lot, the sum of the floor area allocated to residential and community facility uses cannot exceed the maximum floor area ratio for residential uses, which is 4.0.

Proposed C2-4 Overlay District
(Existing R5, C4-2, C8-1, and M1-1)

C2-4 commercial overlay are proposed to be mapped along major commercial corridors throughout the Rezoning Area including: Nameoke Avenue, Central Avenue, Mott Avenue, Beach Channel Drive and Cornaga Avenue. The proposed A-Application would extend the proposed C2-4 commercial overlay southeast along Mott Avenue at a depth of 100 feet to portions of Lots 31, 40 and 43 on Block 15563. The certified proposal would have removed the existing C2-2 commercial overlay from a proposed R6 district on these lots. The A-application would also extend the proposed C2-4 commercial overlay district to cover the newly added portion of the Rezoning Area along Augustina Avenue. In this area, the proposed C2-4 district would be extended to the Augustina Avenue facing portion of Block 15535, south of a street center line prolongation of Neilson Street. The Central Avenue portion of Block 15535 is currently within the Rezoning Area and the Augustina Avenue portion is not. The affected lots include Lots 9, 11, part of 62, and part of 55.

C2-4 commercial overlay districts are typically mapped along streets that serve local retail needs and are found throughout the city's lower- and medium-density areas. The proposed C2-4 overlay would allow an additional FAR of 1.0 when compared to the existing C2-2 and C2-2 overlay districts. When mapped in R6 districts, the proposed C2-4 overlay has a maximum commercial FAR of 2.0. The existing C1-2 and C2-2 overlay districts have an FAR of 1.0 when mapped in R5 districts. Changing the existing C1-2 and C2-2 commercial overlays to C2-4 and C2-4 commercial overlays would reduce the parking from generally one parking space per 300 sf of commercial floor area to one space per 400 sf of commercial floor area.

Proposed Removal of C1-2 and C2-2 Overlay Districts

Existing C1-2 overlays are proposed to be removed from portions of three blocks in western, northern, and southeastern sections of the Rezoning Area along Beach Channel Drive, Central Avenue, and Mott Avenue. The removal of these overlay districts is proposed to more closely reflect existing residential and community facility development on these blocks.

Zoning Text Amendments

The underlying zoning described above would be modified by proposed zoning text amendments to the Zoning Resolution that would do the following:

- Establish the Special District within the Rezoning Area to modify underlying zoning to require active ground floors where commercial and community facility uses are allowed, to adjust maximum permitted base and building heights to reflect Downtown Far Rockaway's existing built scale, and to adjust accessory off-street parking requirements to match neighborhood demand. Transparency requirements are proposed for ground floor commercial and community facility uses. Active retail would be concentrated near transit, and would allow for retail uses within Use Groups 5 through 9 and 14. In addition, Use Groups 10A and 12 would be allowable within the Proposed DFRURA and along portions of Mott Avenue, Central Avenue, Beach 18th Street, Beach 20th Street, and Foam Place. The proposed Special District would also adjust the maximum permitted FAR for inclusionary

housing development within the MIHA. Within R6 districts and their commercial equivalents in the MIHA, the maximum residential FAR is proposed to be 3.6, irrespective of whether the building has wide street or narrow street frontage. Within the R7-1 district in the MIHA, the maximum residential FAR is proposed to be 4.6, again, irrespective of the type of street frontage. These modifications would allow moderate increases in density to support the redevelopment of the area's underutilized sites.

Maximum permitted base and building heights would be adjusted to help blend new development into the existing neighborhood's fabric and to help unlock the development of the area's deep and irregular lots. Within R6 districts and R7-1 districts, street walls would be required. The maximum permitted base height is proposed to be reduced from 65 feet and 75 feet, respectively, to 55 feet. To offset the proposed reductions in base height and to allow for greater utilization of the maximum permitted FAR, the proposed Special District would set new maximum building height limits. Within R6 districts on the periphery of the Rezoning Area, the maximum permitted building height is proposed to be 95 feet (9 stories) for inclusionary housing buildings. Within R6 district in the downtown core, the maximum permitted building height is proposed to be 105 feet (10 stories) for inclusionary housing buildings. Within R7-1 districts the maximum permitted building height is proposed to be 115 feet (11 stories) for inclusionary housing buildings.

In order to adjust accessory off-street parking requirements to more closely reflect demand in this area, the accessory off-street parking requirement for income-restricted DUs would increase from 15 to 25 percent in the R7-1 district, and the accessory off-street parking requirement within the Special District for all other residential DUs would decrease from 85 to 50 percent.

Commercial and community facility off-street parking would be subject to the requirements of the C2-4 district but the off-street parking requirement for commercial and community facility uses in PRC-A, PRC-B and PRC-C would generally increase from 1 space per 1,000 sf of commercial floor area to 1 space per 750 sf of commercial floor area.

The proposed Special District would also include a Subdistrict, generally bounded by Nameoke Avenue, Mott Avenue, Central Avenue, and Redfern Avenue, which includes the Far Rockaway Shopping Center. Within this area, the special district would provide a framework for a publicly accessible private street and open space network, mandatory sidewalk widenings along Mott Avenue and Redfern Avenue, special base height and setback depth requirements, unique maximum building heights in specified locations, including up to two 15 story buildings, flexibility for the location of uses with a building, and a City Planning Commission Chairpersons Certification to ensure compliance with and maintenance of private street and open space provisions.

The proposed A-Application would include text modifications to the portions of the Special District regulating the newly established Subdistrict. These text modifications were crafted in response to feedback raised during the public review process about heights within the Subdistrict. The maximum base height for portions of buildings fronting on, or within 100 feet of a street (other than Redfern Avenue) would be reduced from 70 feet to 65 feet. In areas beyond 100 feet of a street and front on a private street, the maximum base height would be reduced from 90 feet to 85 feet. The reduced height would allow for base heights along Mott Avenue and Nameoke Avenue that would match the surrounding context and heights. The area where towers are permitted would be minimized by eliminating the Area A portion on Map 5 (Maximum Building Height Within Subdistrict A) and by extending the southern line of Bayport Place to form the northern boundary of the tower location area. With this change, the permitted location for towers would be further limited to the interior of the Subdistrict. Maximum building heights along Mott Avenue, Nameoke Avenue, and Redfern Avenue would also be established. Buildings along Mott Avenue would be limited to a maximum height of 95 feet or 9 stories. Buildings within 50 feet of Redfern Avenue would be limited to 45 feet or 4 stories. Finally, buildings within 50 feet of Nameoke Avenue would be limited to a maximum height 95 feet or 9 stories.

Addition text modifications would provide the necessary design flexibility within the Subdistrict to promote better site planning on a challenging site. As described above, Subdistrict A is mainly comprised of the Far Rockaway Shopping Center, which is a large but highly irregularly shaped and underutilized site. Specifically, street wall recess requirements would be adjusted to allow street wall recesses within 30 feet of Redfern Avenue and reduce the minimum depth of any street wall recess from 8 feet to 3 feet. The aggregate width of a street wall required to be within 8 feet of the street line would be reduced from 70 percent to 40 percent on blocks less than 100 wide between parallel streets.

The Chairpersons Certification and private street design requirements would be amended to allow for flexibility for non-New York City Department of Transportation (DOT) standard curb-to-curb and sidewalk widths so long as the DOT Commissioner approved of those widths. The certification would also be adjusted to require a minimum 7-foot-wide clear path for each sidewalk within Subdistrict A.

Finally, on-street parking would be required for a minimum of 30 percent of the street segment length along the "Central Street."

In order to better align public open space design to support active retail space, the amount of publicly accessible open space required within the area defined on Map 7 (Mandatory Street Walls and Public Open Space) would be adjusted such that the minimum area within Area A would be reduced from 27,000 square feet to 23,000 square feet, and the required minimum area within Area B would be reduced from 7,500 square feet to 7,000 square feet. In addition, Area A's shape would be adjusted and a mandatory 18-foot-wide sidewalk along Street Wall A would be required. The dimensions of Area A would be adjusted to require a minimum width of 80 feet for a minimum distance of 55 feet north of Mott Avenue. The regulations would also be adjusted to allow a kiosk of up to 400 square feet and no wall-to-wall dimensions greater than 20 feet within Area A. The requirement for the minimum planted area would be reduced from 20 percent to 15 percent. The limitations on the amount of accessory signage permitted on establishments fronting on an open area and the maximum width of a residential lobby adjacent to open areas would be relaxed. Finally, additional measures to promote design flexibility within the Subdistrict A would include , adjusting dormer regulations to not require a setback to any portion of building that is located within 70 feet of an intersection of two streets.

- Establish a MIHA within the Rezoning Area in Appendix F of the Zoning Resolution subject to the affordability requirements of either Option 1 or Option 2, which are described below. Under MIH, a share of new housing is required to be permanently affordable when land use actions create significant new housing potential, either as part of a City neighborhood plan or private land use application. MIH consists of two main options: for Option 1, 25 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 60 percent of average median income ("AMI"); or Option 2, under which 30 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 80 percent of AMI. In combination with these two options, two other options may be utilized. A "Deep Affordability Option" may be utilized under which 20 percent of residential floor area contains housing units affordable to households with income at a weighted average of 40 percent of AMI. A "Workforce Option" also may be utilized provided that 30 percent of residential floor area contains housing units affordable to households with income at a weighted average of 115 percent, with five percent of residential floor area kept affordable to households with income at an income band of 70 percent of AMI and another 5 percent of residential floor area affordable to households with an income band of 90 percent of AMI. Other restrictions apply to the Deep Affordability and Workforce Options. As part of this application, both Option 1 and Option 2 are proposed to apply within the Mandatory Inclusionary Housing area. The City Planning Commission and the City Council will ultimately determine whether one or both options will be selected. The MIHA would be extended to the cover the portions of the Rezoning Area that would be added as part of the A-Application.

Disposition of City-Owned Property

In accordance with Sections 197-c(10) and 384(b)(4) of the New York City Charter, the City seeks disposition approval of Block 15705, part of Lot 59 and Lot 69 as well as Queens Block 15534. City-owned, Queens Block 15705, Lot 59 is located at Beach 21st Street south of Mott Avenue. Lot 59 is under the DOT's jurisdiction and is in use as a municipal parking facility and layover area for buses. The total lot size of Lot 59 is 48,565 square feet. The City seeks disposition approval for an approximately 35,000 sf portion of Lot 59. The remaining, approximately 14,000 sf portion of Lot 59 will remain in City ownership and within DOT's jurisdiction. The City also seeks disposition approval of approximately 54,000 sf of air rights above the 14,000 sf DOT portion, on part of Lot 59. The current DOT parking facility and bus layover would be closed and a new DOT public plaza will be built on the 14,000 sf portion of Lot 59. The parking will not be relocated. The construction of the DOT public plaza is independent of the Proposed Project.

City-owned, Queens Block 15705, Lot 69 is also located at Beach 21st Street south of Mott Avenue. Lot 69 is leased by the MTA and is in use as layover area for buses. The City seeks disposition approval of all of Lot 69. The proposed disposition of Lot 69 would require approval from the MTA Board of Directors authorizing the surrender of the MTA's leasehold on this property. The bus layover will be relocated to other curb locations within the immediate neighborhood.

City-owned, Queens Block 15534, Lot 70 is located on the northwest corner of Augustina Avenue and Nameoke Avenue. Lot 70 is vacant and is under DSNY's jurisdiction. The City seeks disposition approval of all of Lot 70.

The combination of Lot 69 and the portions of Lot 59 for which the City seeks disposition approval, is referred to as the DOT/MTA Disposition Site. Lot 70 is referred to as the DSNY Disposition Site. EDC and HPD intend to issue a Request for Proposals for the DOT/MTA Disposition Site and the DSNY Disposition Site. The City will dispose of these two sites to the New York City Land Development

Corporation, which will then be disposed of to the selected developer(s). The DOT/MTA Disposition Site would be redeveloped pursuant to the proposed zoning. The DSNY Disposition Site would be developed pursuant to the existing R3X zoning.

The A-Application would not affect the disposition action.

Designation of the DFRURA, approval of the DFRURP, and acquisition and disposition of property

HPD seeks designation of the DFRURA, approval of the DFRURP, and acquisition and disposition of properties within the DFRURA. The DFRURA is generally bounded by Nameoke Avenue to the north, Mott Avenue to the south, Central Avenue and Augustina Avenue to the east, and Redfern Avenue to the west.

HPD's urban renewal strategy generally supports the activation of a catalytic site in Downtown Far Rockaway with new mixed-income housing, commercial and community facility space, and new publicly accessible open spaces. The proposed urban renewal strategy is intended to complement the proposed rezoning and Special District text as well as facilitate site assemblage and redevelopment. The DFRURA currently contains the Far Rockaway Shopping Center, which comprises approximately 75 percent of the land area within the DFRURA. A mix of vacant land, vacant buildings, single- and multi-family dwellings, automotive-related uses, and general service establishments occupy the remaining portion of the DFRURA. Sites within the DFRURA include underutilized parcels that act as a barrier to redevelopment along Mott Avenue as well as a physical barrier between the Far Rockaway-Mott Avenue station of the MTA's A train and the terminal station for the LIRR's Far Rockaway branch.

The objectives of the DFRURP are as follows:

- Redevelop the DFRURA in a comprehensive manner, removing blight and maximizing appropriate land use;
- Remove or rehabilitate substandard and insanitary structures;
- Remove impediments to land assemblage and orderly development;
- Strengthen the tax base of the City by encouraging development and employment opportunities in the DFRURA;
- Provide new housing of high quality and/or rehabilitated housing of upgraded quality;
- Provide appropriate community facilities, parks and recreational uses, retail shopping, public parking, and private parking; and
- Provide a stable environment within the DFRURA which will not be a blighting influence on surrounding neighborhoods.

To facilitate implementation of the Proposed Actions, the City may acquire property through a negotiated purchase or through eminent domain. Properties proposed for potential acquisition are located within the Proposed DFRURA. There has been no determination at this time to acquire property by means of eminent domain. Any property acquisition through eminent domain would be done in compliance with the provisions of the Eminent Domain Procedure Law. The proposed DFRURP would have a duration of 40 years. The A-Application would not affect the designation of the DFRURA, approval of the DFRURP, and acquisition and disposition of properties within the DFRURA.

6. CONCLUSION

A lack of investment and outdated zoning regulations have limited Downtown Far Rockaway's ability to realize its potential and have resulted in underutilized properties, a lack of housing options, and underperforming retail corridors, despite the desperate need for housing and the area's proximity to multiple mass transit options. The Proposed Actions would change the current zoning districts to districts that allow residential and mixed-use residential and commercial/community facility buildings at medium densities and heights, would require the provision of permanent affordable housing, and would require active ground floor uses to support vibrant retail corridors in close proximity to public transit.

Changing existing zoning to allow for residential uses at medium density and mandating the inclusion of affordable housing for a portion of the floor area of new housing would allow the construction of permanently affordable housing. Residents added by the new housing would result in added customers for local businesses, and help strengthen existing retail corridors, improving local retail options for current residents. Requirements for non-residential uses on the ground floors of new buildings along the Central Avenue, Mott Avenue, Nameoke Avenue, and Cornaga Avenue retail corridors would ensure an active street life. Downtown Far Rockaway's street life and "village" character would be further enhanced by the proposed public plaza along Mott Avenue. The proposed plaza would create a pedestrian gateway to the Proposed DFRURA and would include new plantings, seating, and other street furniture, as well as opportunities for public programming that would improve streetscape conditions.

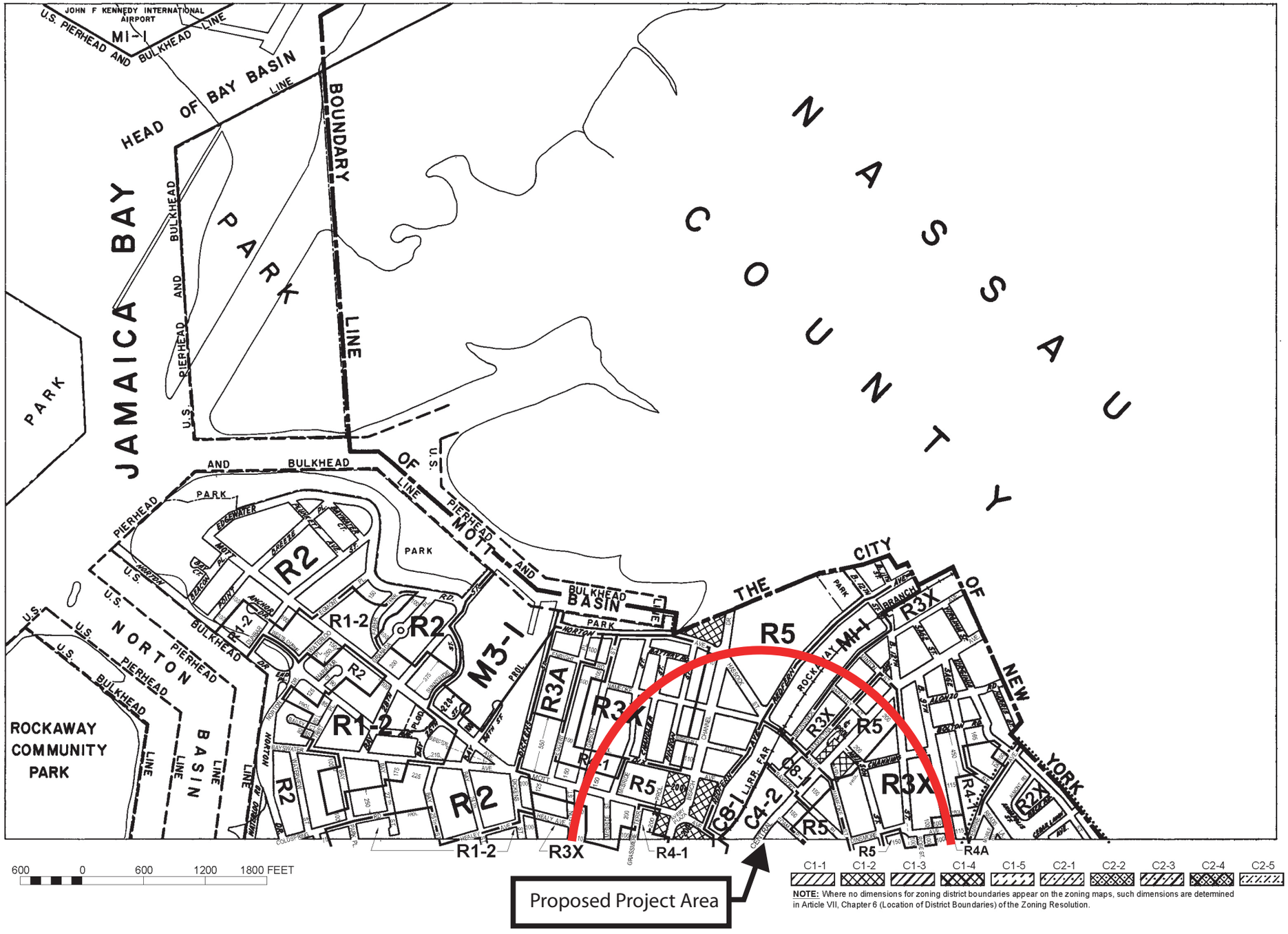
The investments, strategies and policies developed by the City respond to the challenges and opportunities presented by the Proposed Actions. The City's commitment to help businesses along commercial corridors, establish job training programs, improve recreational services, and build a new library would serve and improve the quality of life of existing residents and workers, as well as newly added residents and workers.

Downtown Far Rockaway Redevelopment
7. Related Actions by City Planning

Project	Application Number	Description	Calendar Number	Date
Far Rockaway and Mott Creek Rezoning	050511 ZMQ	Rezoning from R3-1 and R5 to R3X, R4-1, R4A to preserve the low-density character of Far Rockaway and Mott Creek and prevent out of character development	24	8/24/2005
Bayswater Rezoning	C 060259 ZMQ	Rezoning all or portions of 57 blocks in Bayswater and 25 blocks in Far Rockaway in order to preserve low- to mid-density context	19	3/22/2006
Rockaway Neighborhoods Rezoning	C 080371 ZMQ N 080372 ZRQ N 080373 ZRQ	Rezoning of 280 block area to modify existing zoning designations using newer contextual zoning options	19 20 21	7/23/2008

Downtown Far Rockaway Redevelopment
ZM Supplemental Form
Proposed Zoning Map Changes

	From/Existing	**To/Proposed**
Change 1	C4-2	R5/C2-4
Change 2	C4-2	R6/C2-4
Change 3	C4-2	R7-1/C2-4
Change 4	C8-1	R6/C2-4
Change 5	C8-1	R7-1/C2-4
Change 6	M1-1	R6
Change 7	M1-1	R6/C2-4
Change 8	R5	R6
Change 9	R5	R6/C2-4
Change 10	R5/C1-2	R6
Change 11	R5/C1-2	R6/C2-4
Change 12	R5/C2-2	R6
Change 13	R5/C2-2	R6/C2-4
Change 14	--	Establish Special Downtown Far Rockaway District



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

08–14–2008 C 080371 ZMQ

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

N

MAP KEY

24c	25a	
24d	**25b**	
30c	31a	

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ZONING MAP **25b**

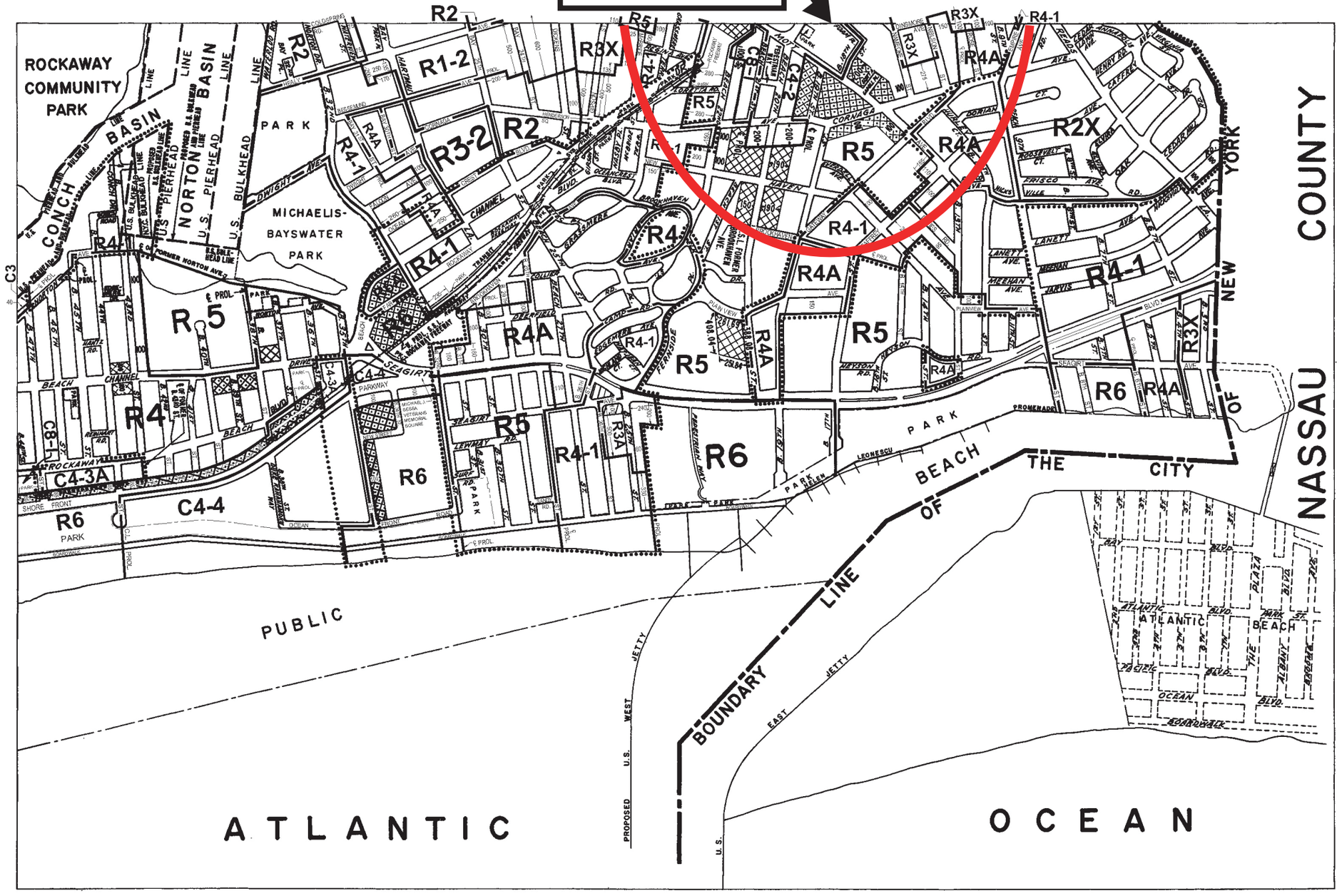
C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: **www.nyc.gov/planning** or contact the Zoning Information Desk at (212) 720-3291.

Click blue box on map to view sketch map of **proposed** map change

Proposed Project Area



600 0 600 1200 1800 FEET

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

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AREA(S) REZONED

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N

MAP KEY

24d	25b	
30c	**31a**	
30d		

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ZONING MAP **31a**

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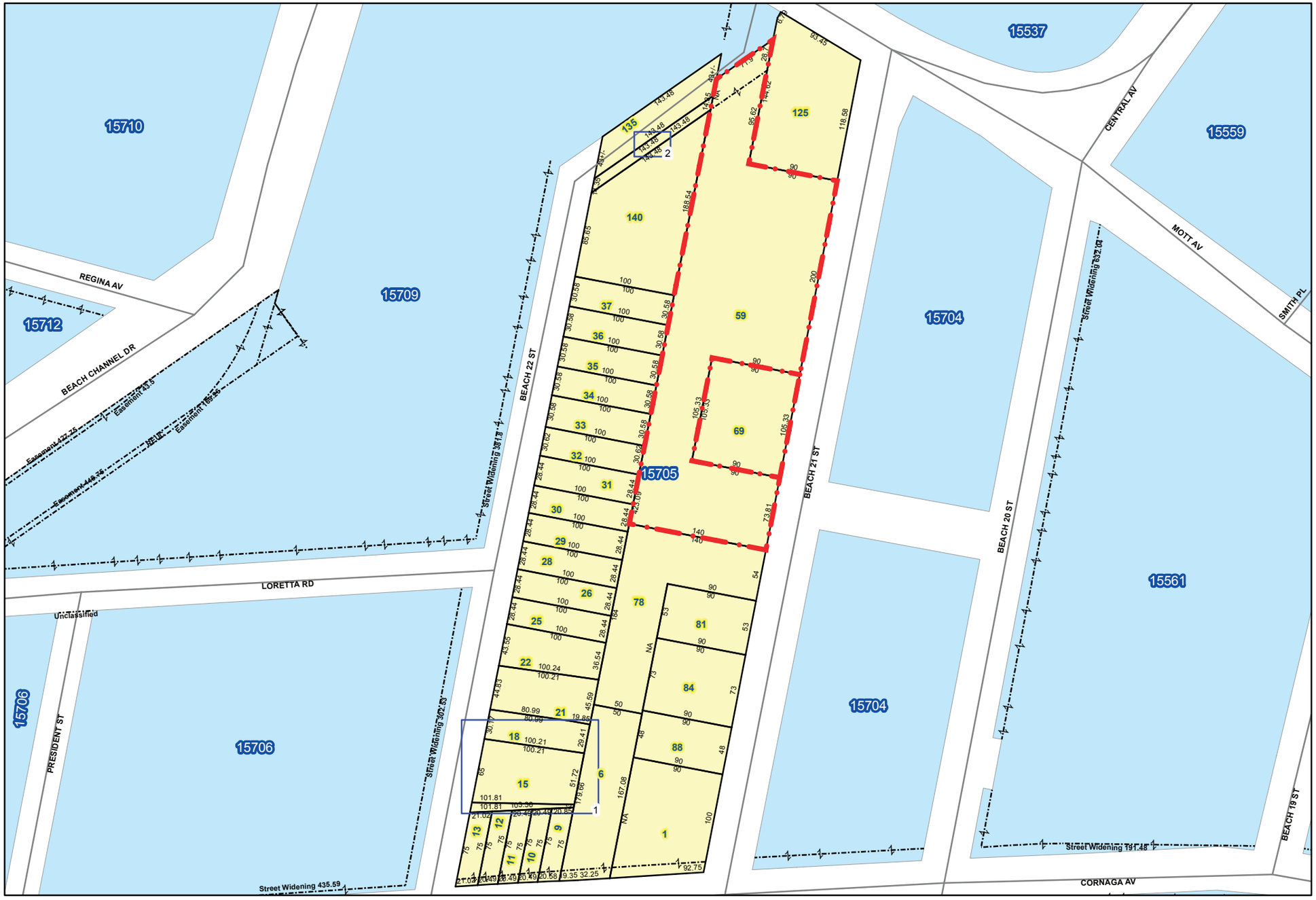
FINANCE
NEW • YORK
MARTHA E. STARK
COMMISSIONER

NYC Digital Tax Map

Effective Date : 12-09-2008 01:08:46
End Date : Current

Queens Block: 15705

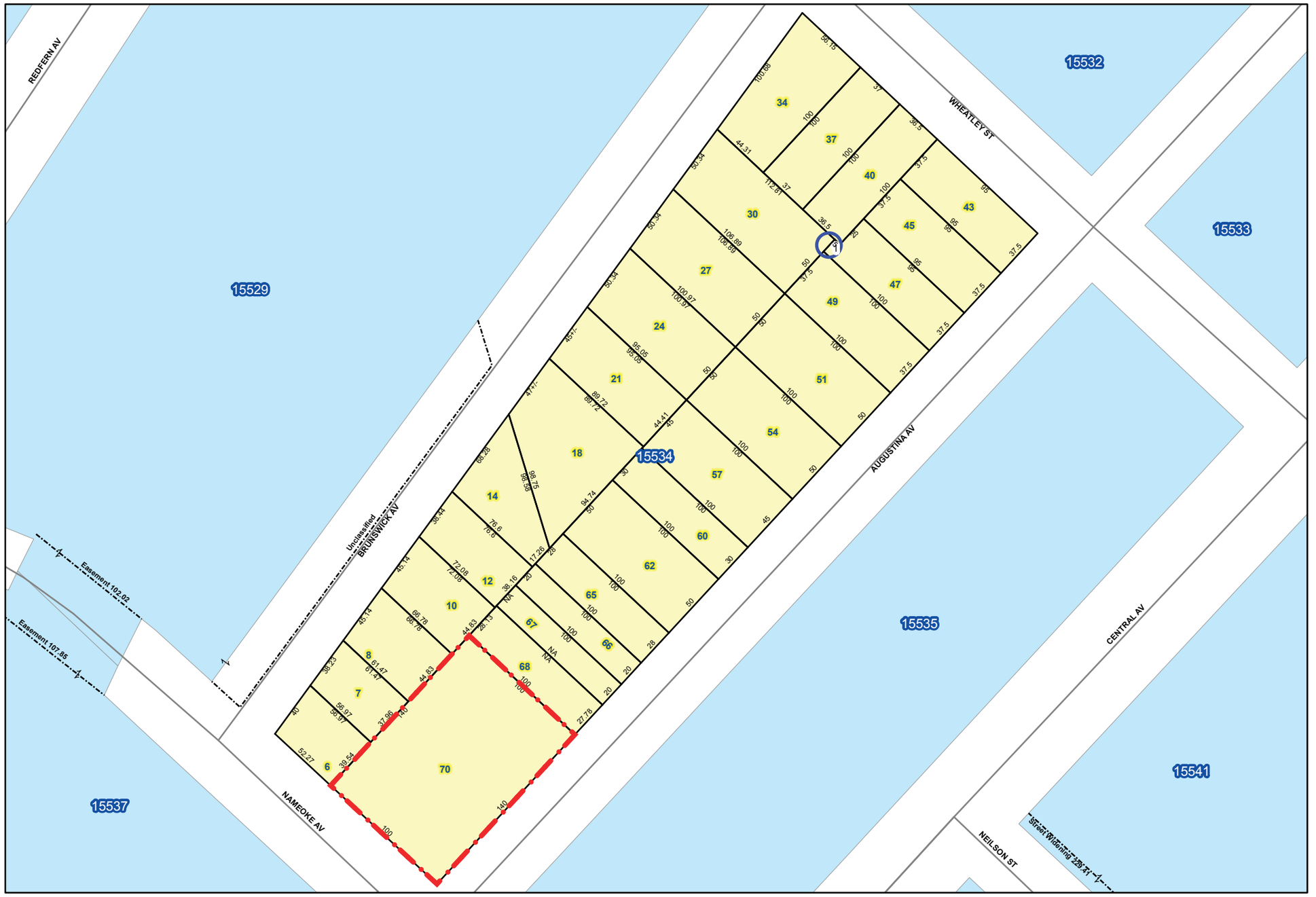


FINANCE
NEW • YORK
MARTHA E. STARK
COMMISSIONER

NYC Digital Tax Map

Effective Date : 12-09-2008 00:03:23
End Date : Current

Queens Block: 15534



Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Disposition Site

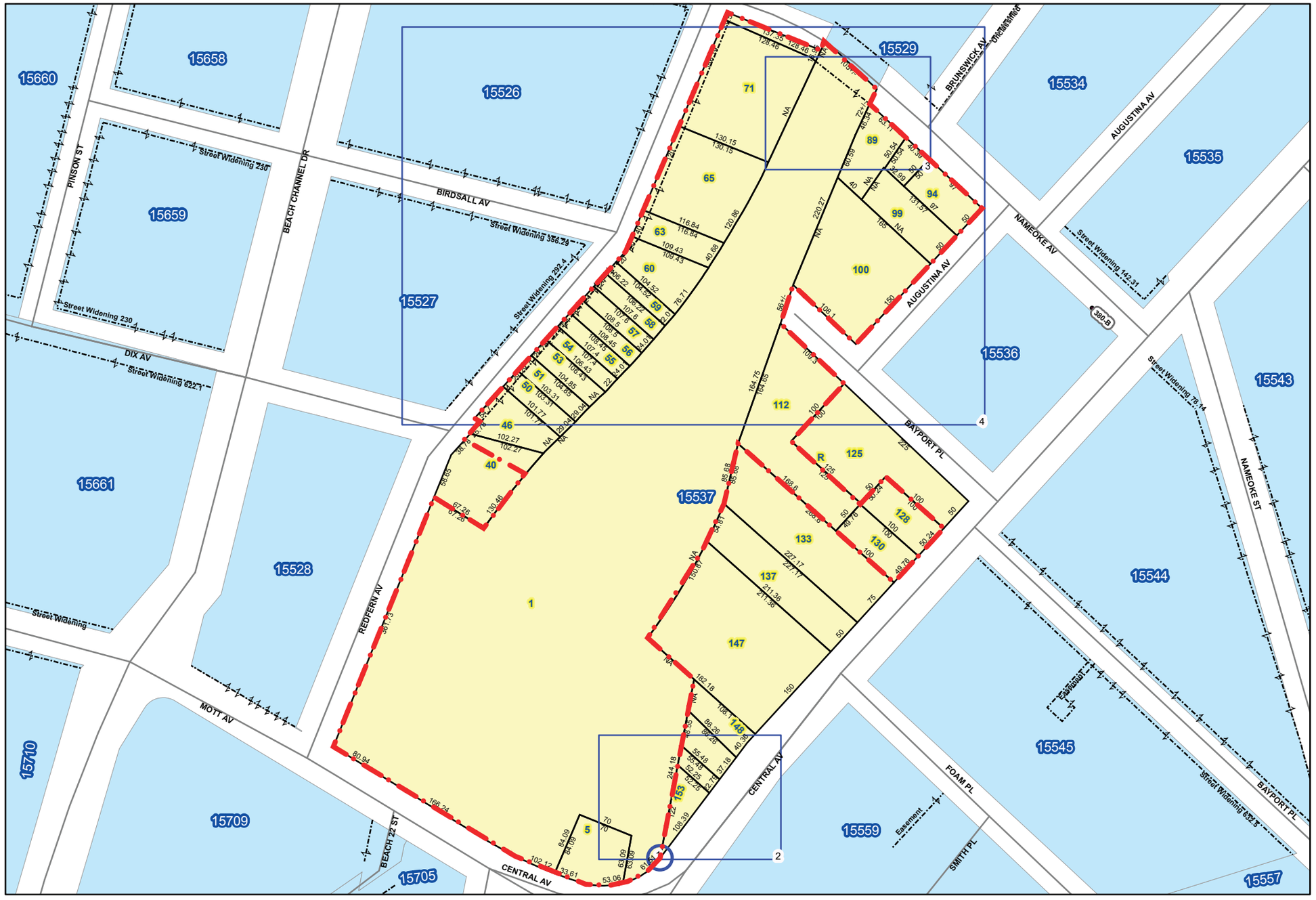
0 5 10 20 30 40 Feet

FINANCE
NEW • YORK
MARTHA E. STARK
COMMISSIONER

NYC Digital Tax Map

Effective Date : 12-09-2008 00:04:34
End Date : Current

Queens Block: 15537



Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Urban Renewal Area

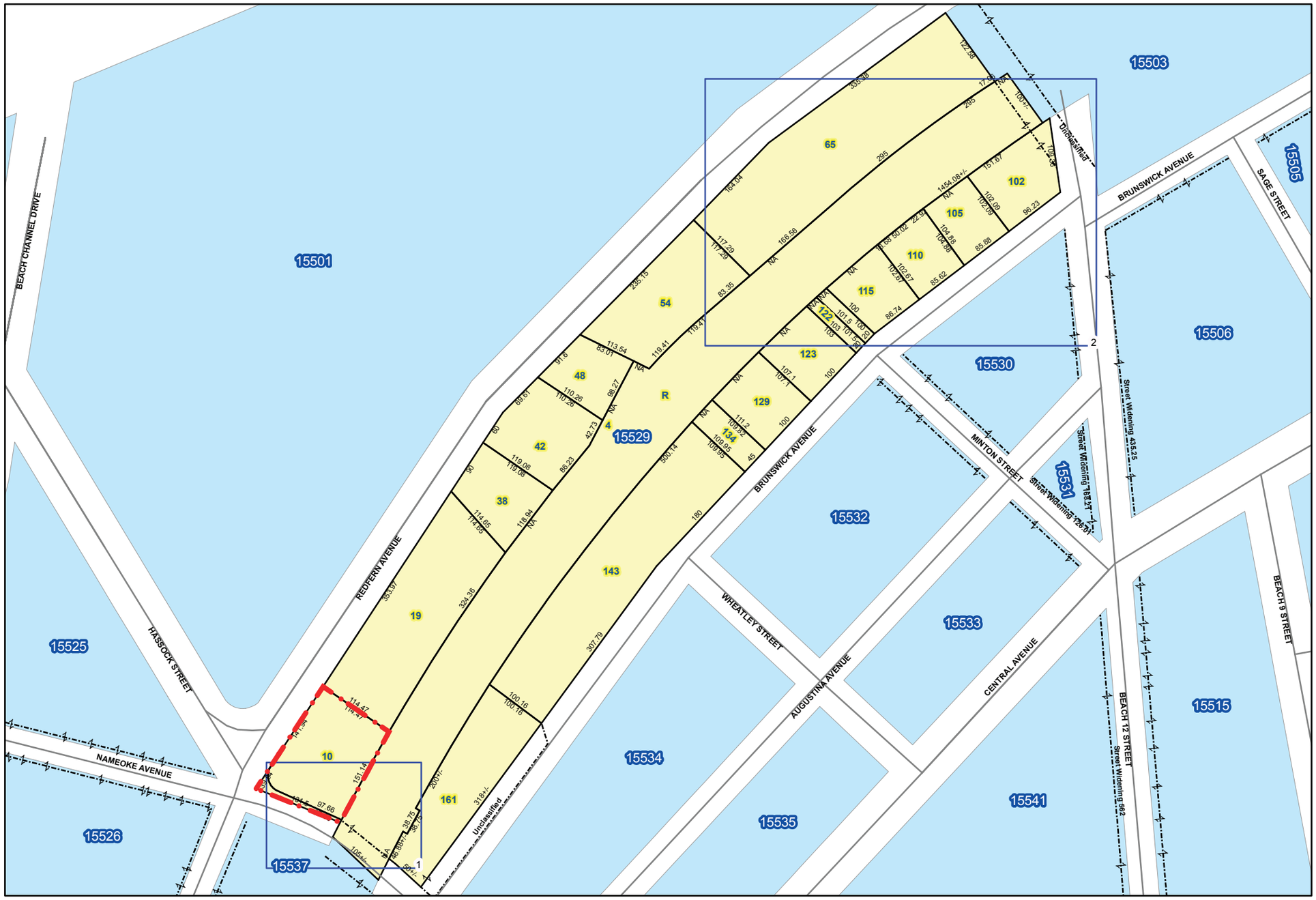
0 10 20 40 60 80 Feet

NYC Finance

NYC Digital Tax Map

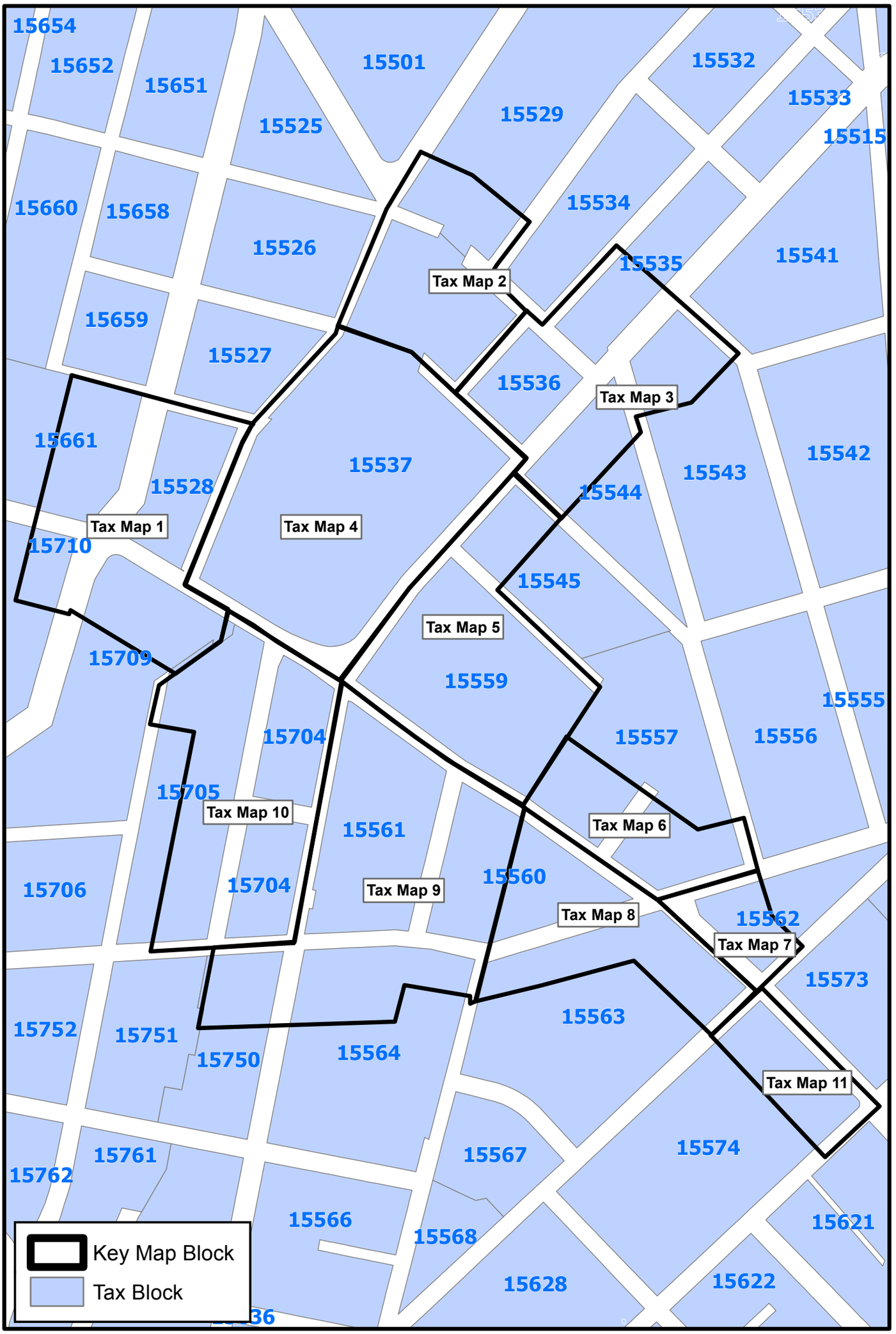
Effective Date : 01-29-2014 16:12:34
End Date : Current

Queens Block: 15529



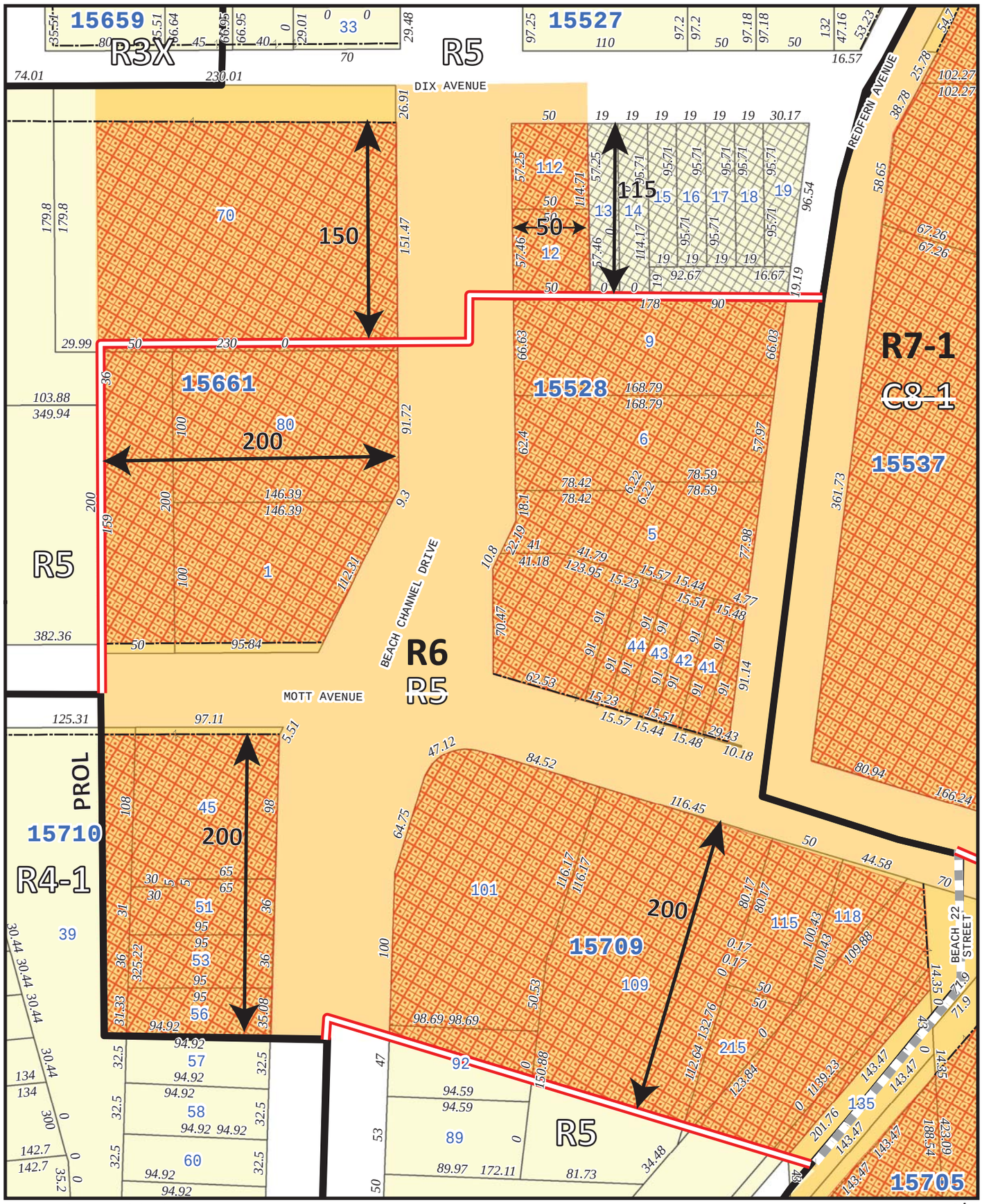
0 15 30 60 90 120 Feet

Downtown Far Rockaway Tax Map Key



Downtown Far Rockaway Tax Lot Map 1

Blocks 15528, 15661, 15709, 15710



December 1, 2016

1:975

0 55 110 220 330 Feet

N

- Special Downtown Far Rockaway District Boundary
- Proposed Zoning Line/District **R6**
- Zoning Line/District Eliminated ~~C4-2~~
- Existing Zoning Line/District **R5**
- C2-4 Overlay Established
- C1-2 Overlay Removed
- C2-2 Overlay Removed
- Tax Lot
- 15000 Tax Block
- Street Line
- Possession Hooks

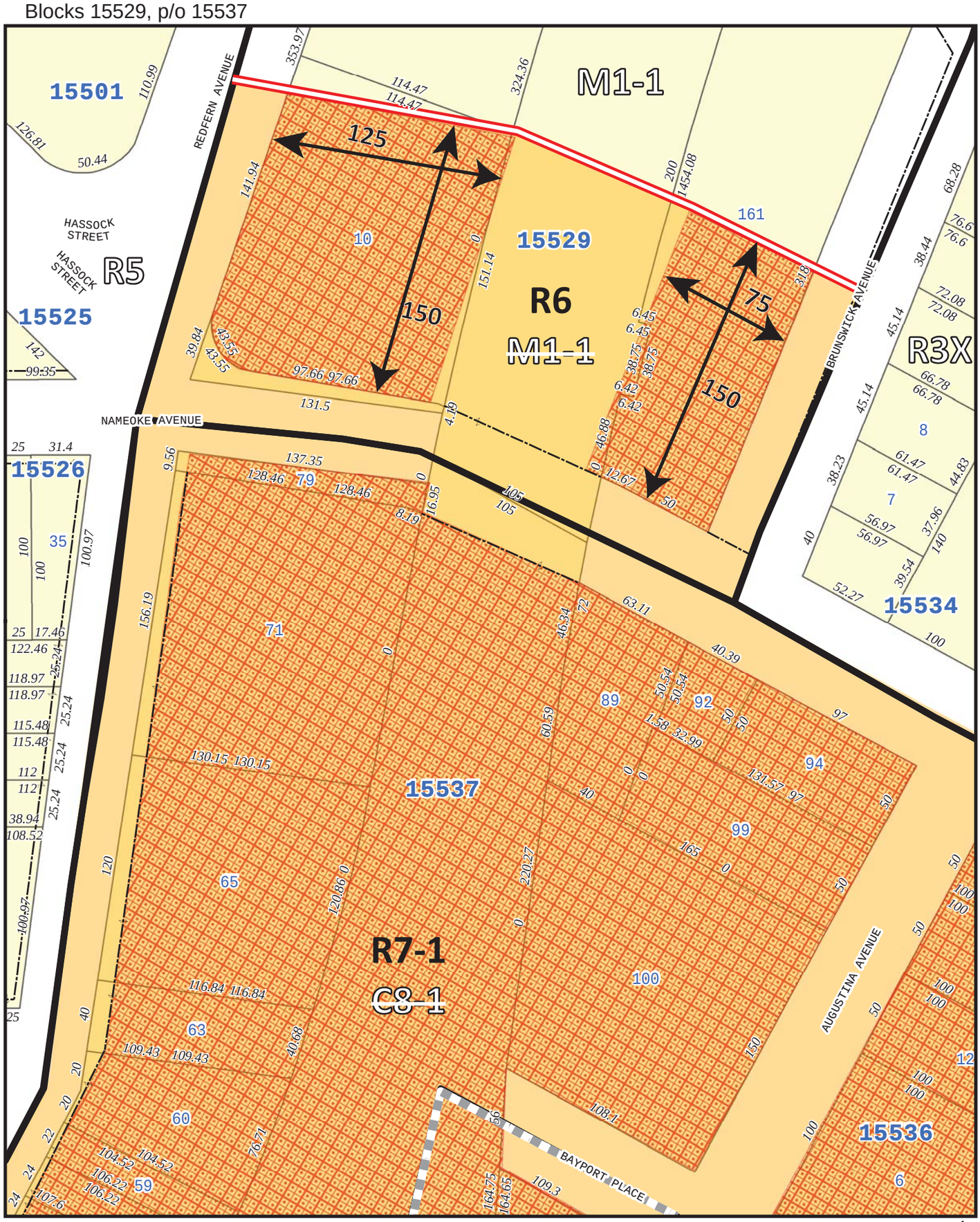
Data Source: DOF Digital Tax Map, NYCMAP 2015

Disclaimer:

This geographic information shown on this map should be used for reference. For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 2

Blocks 15529, p/o 15537



December 1, 2016

1:784

0 45 90 180 270 Feet

N

- Special Downtown Far Rockaway District Boundary
- Proposed Zoning Line/District R6
- Zoning Line/District Eliminated C4-2
- Existing Zoning Line/District R5
- C2-4 Overlay Established
- C1-2 Overlay Removed
- C2-2 Overlay Removed
- Tax Lot
- 15000 Tax Block
- Street Line
- Possession Hooks

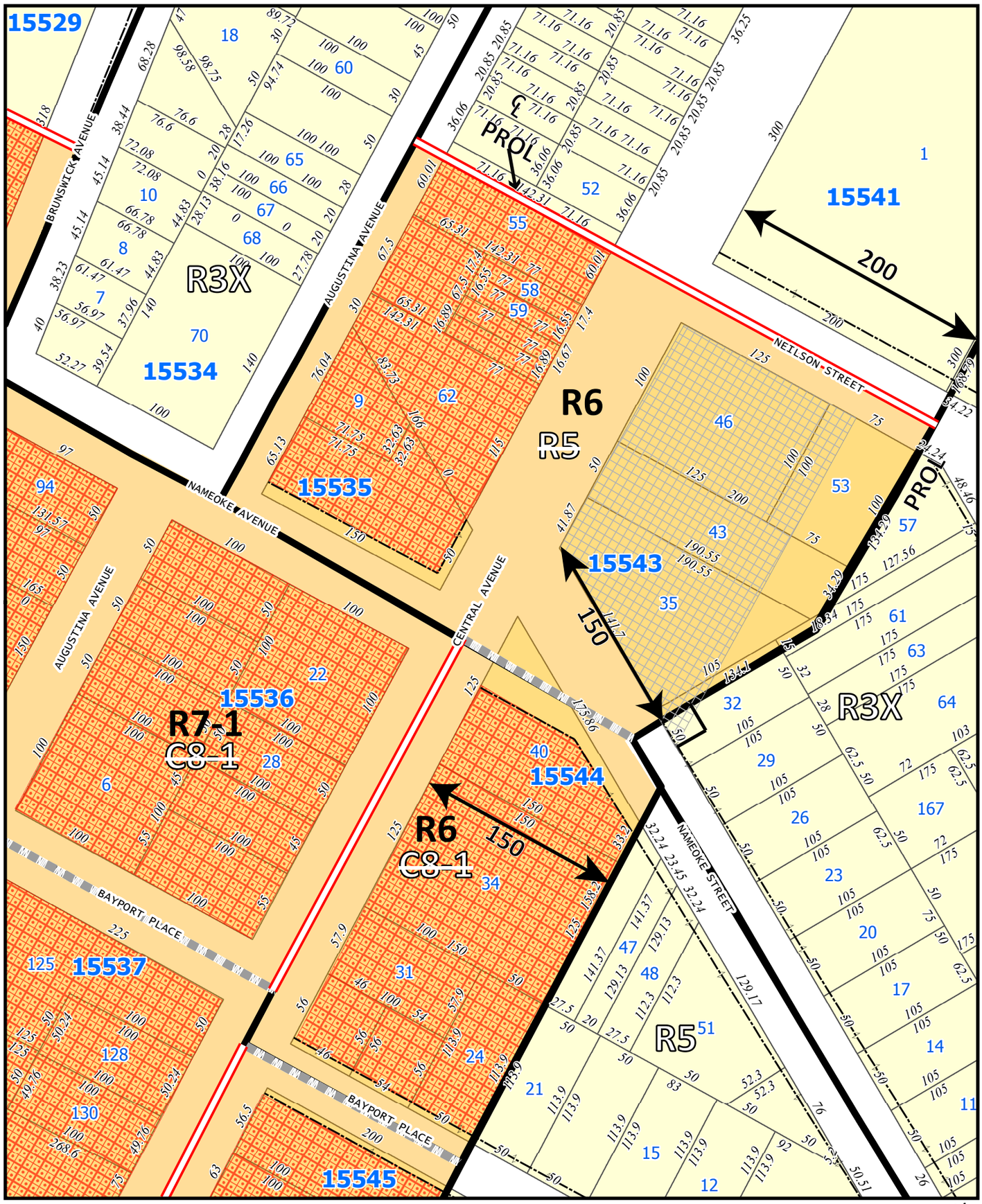
Data Source: DOF Digital Tax Map, NYCMAP 2015

Disclaimer:

This geographic information shown on this map should be used for reference. For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 3

Blocks 15535, 15536, 15543, 15544



April 17, 2017
1:1,100

0 65 130 260 390 Feet

N

Special Downtown Far Rockaway District Boundary
Proposed Zoning Line/District R6
Existing Zoning Line/District R5
Zoning Line/District Eliminated C4-2
C2-4 Overlay Established
C1-2 Overlay Removed
Tax Lot
15000 Tax Block
Street Line
Possession Hooks

Data Source: DOF Digital Tax Map, NYCMAP 2015
Disclaimer:
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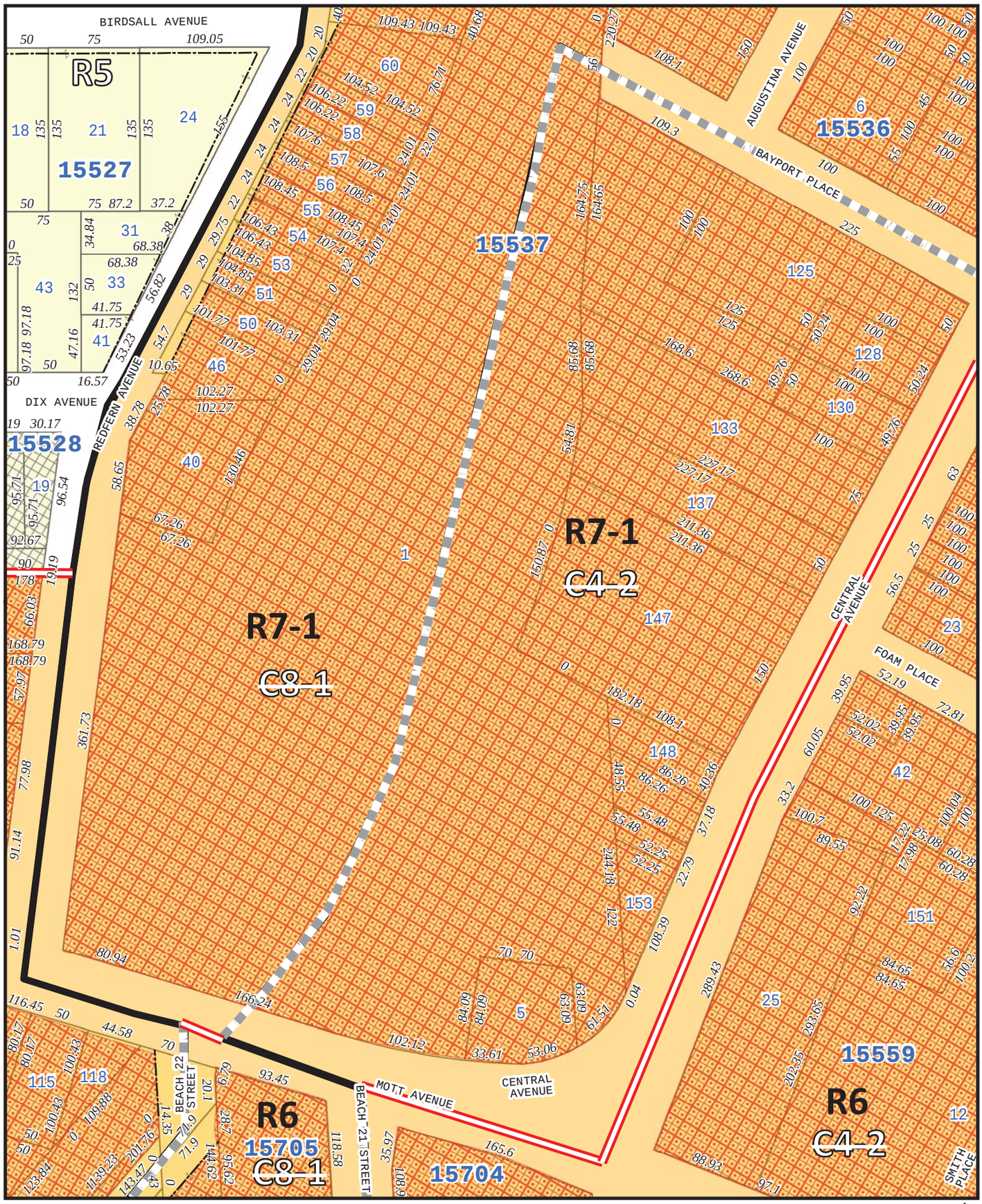
For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 3

Blocks p/o 15537



December 1, 2016

1:1,200

0 70 140 280 420 Feet

N

- Special Downtown Far Rockaway District Boundary
- Proposed Zoning Line/District R6
- Zoning Line/District Eliminated C4-2
- Existing Zoning Line/District R5
- C2-4 Overlay Established
- C1-2 Overlay Removed
- C2-2 Overlay Removed
- Tax Lot
- 15000 Tax Block
- Street Line
- Possession Hooks

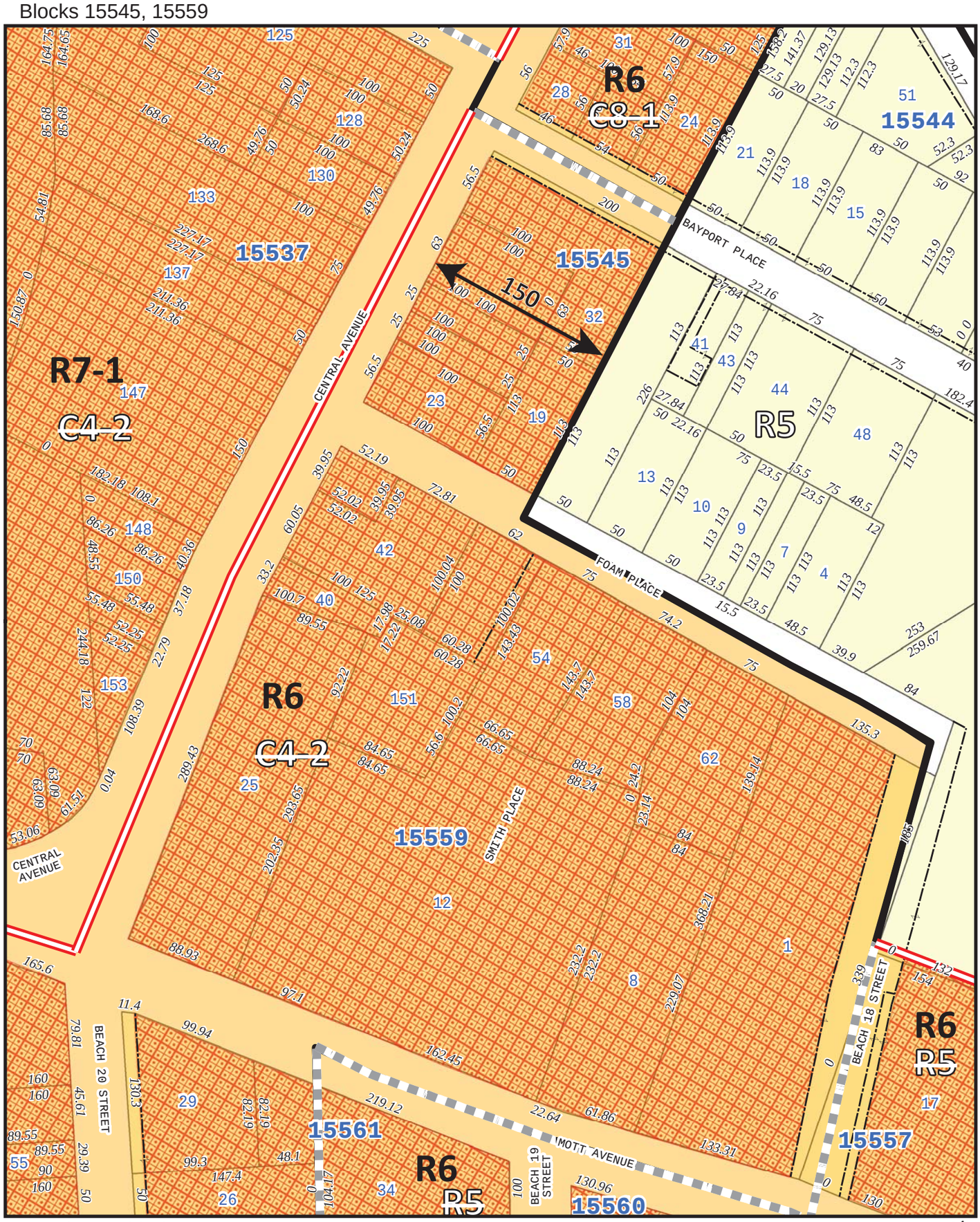
Data Source: DOF Digital Tax Map, NYCMAP 2015

Disclaimer:

This geographic information shown on this map should be used for reference. For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 5

Blocks 15545, 15559



December 1, 2016

1:1,164

0 70 140 280 420 Feet

N

Special Downtown Far Rockaway District Boundary

Proposed Zoning Line/District R6

Zoning Line/District Eliminated C4-2

Existing Zoning Line/District R5

C2-4 Overlay Established

C1-2 Overlay Removed

C2-2 Overlay Removed

Tax Lot

15000 Tax Block

Street Line

Possession Hooks

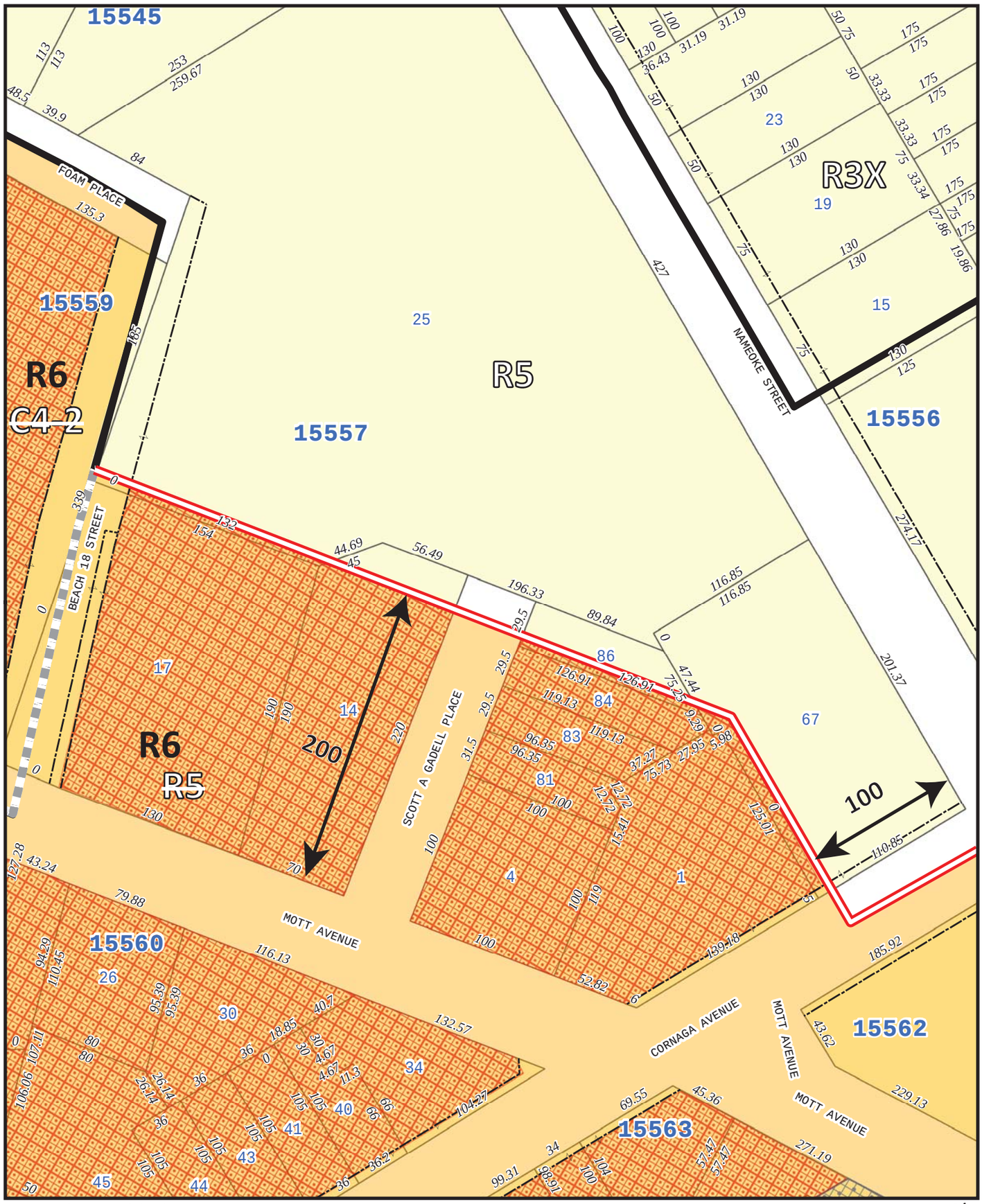
Data Source: DOF Digital Tax Map, NYCMAP 2015

Disclaimer:

This geographic information shown on this map should be used for reference.
For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 6

Block 15557



December 1, 2016

1:943

0 55 110 220 330 Feet

N

Special Downtown Far Rockaway District Boundary

Proposed Zoning Line/District R6

Zoning Line/District Eliminated C4-2

Existing Zoning Line/District R5

C2-4 Overlay Established

C1-2 Overlay Removed

C2-2 Overlay Removed

Tax Lot

15000 Tax Block

Street Line

Possession Hooks

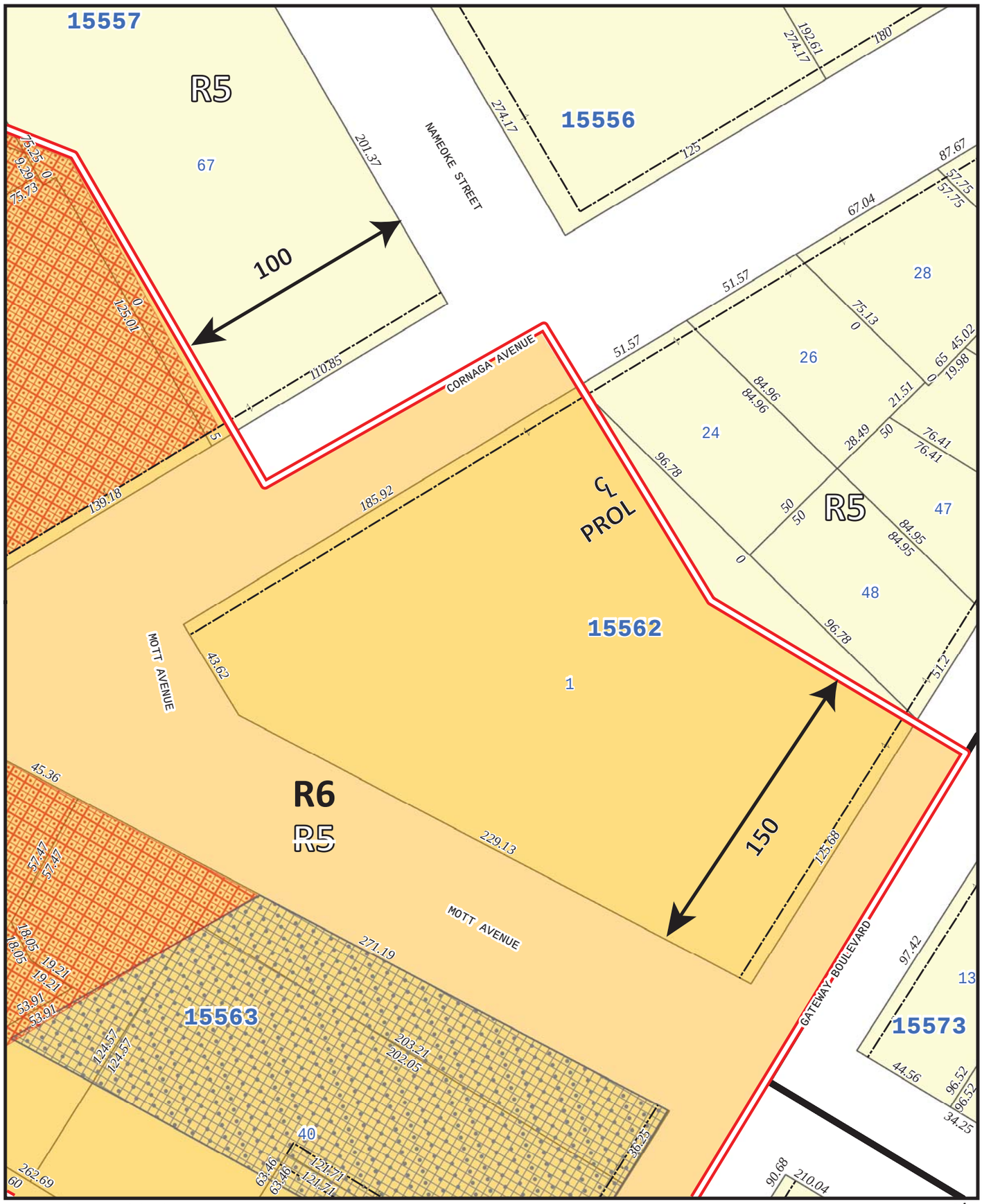
Data Source: DOF Digital Tax Map, NYCMAP 2015

Disclaimer:

This geographic information shown on this map should be used for reference. For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 7

Blocks 15562



December 1, 2016

1:589

0 35 70 140 210 Feet

N

- Special Downtown Far Rockaway District Boundary
- Proposed Zoning Line/District R6
- Zoning Line/District Eliminated C4-2
- Existing Zoning Line/District R5
- C2-4 Overlay Established
- C1-2 Overlay Removed
- C2-2 Overlay Removed
- Tax Lot
- 15000 Tax Block
- Street Line
- Possession Hooks

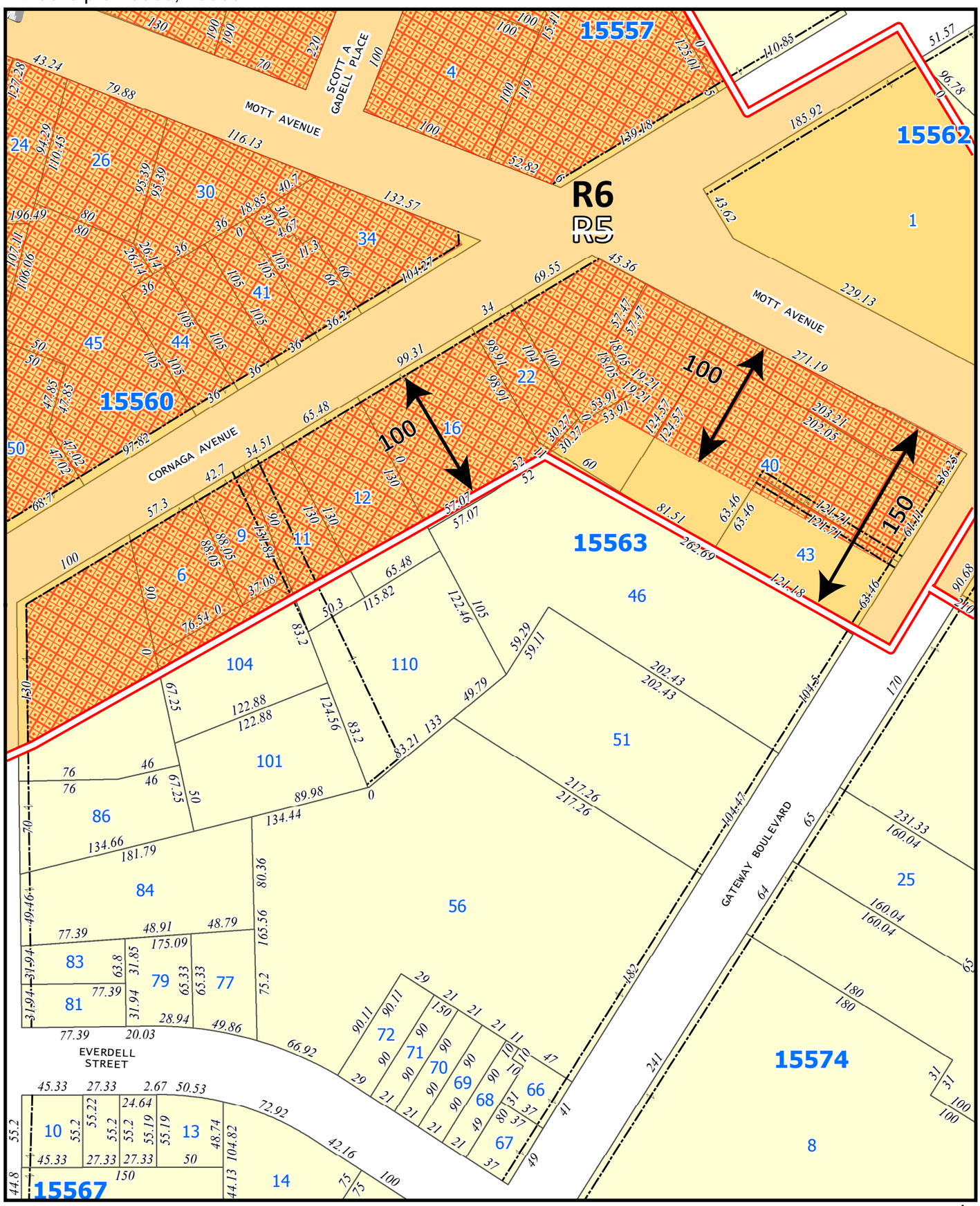
Data Source: DOF Digital Tax Map, NYCMAP 2015

Disclaimer:

This geographic information shown on this map should be used for reference.
For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 8

Blocks p/o 15560, 15563



April 17, 2017

1:1,081

0 65 130 260 390 Feet

N

Special Downtown Far Rockaway District Boundary

Proposed Zoning Line/District R6

Existing Zoning Line/District R5

Zoning Line/District Eliminated C4-2

C2-4 Overlay Established

C1-2 Overlay Removed

Tax Lot

15000 Tax Block

Street Line

Possession Hooks

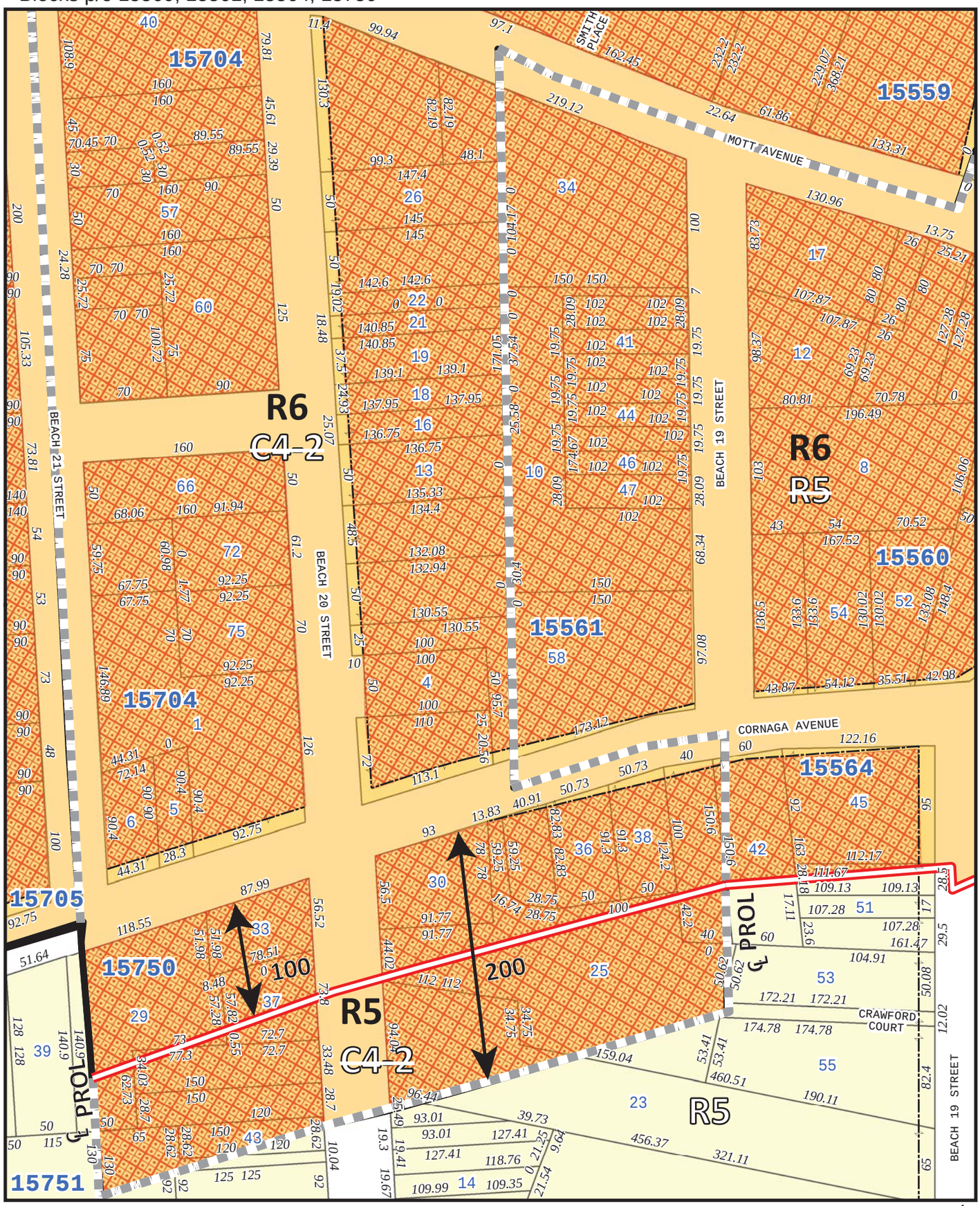
Data Source: DOF Digital Tax Map, NYCMAP 2015

Disclaimer:

This geographic information shown on this map should be used for reference.
For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 9

Blocks p/o 15560, 15561, 15564, 15750



December 1, 2016

1:1,200

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N

Special Downtown Far Rockaway District Boundary

Proposed Zoning Line/District R6

Zoning Line/District Eliminated C4-2

Existing Zoning Line/District R5

C2-4 Overlay Established

C1-2 Overlay Removed

C2-2 Overlay Removed

Tax Lot

15000 Tax Block

Street Line

Possession Hooks

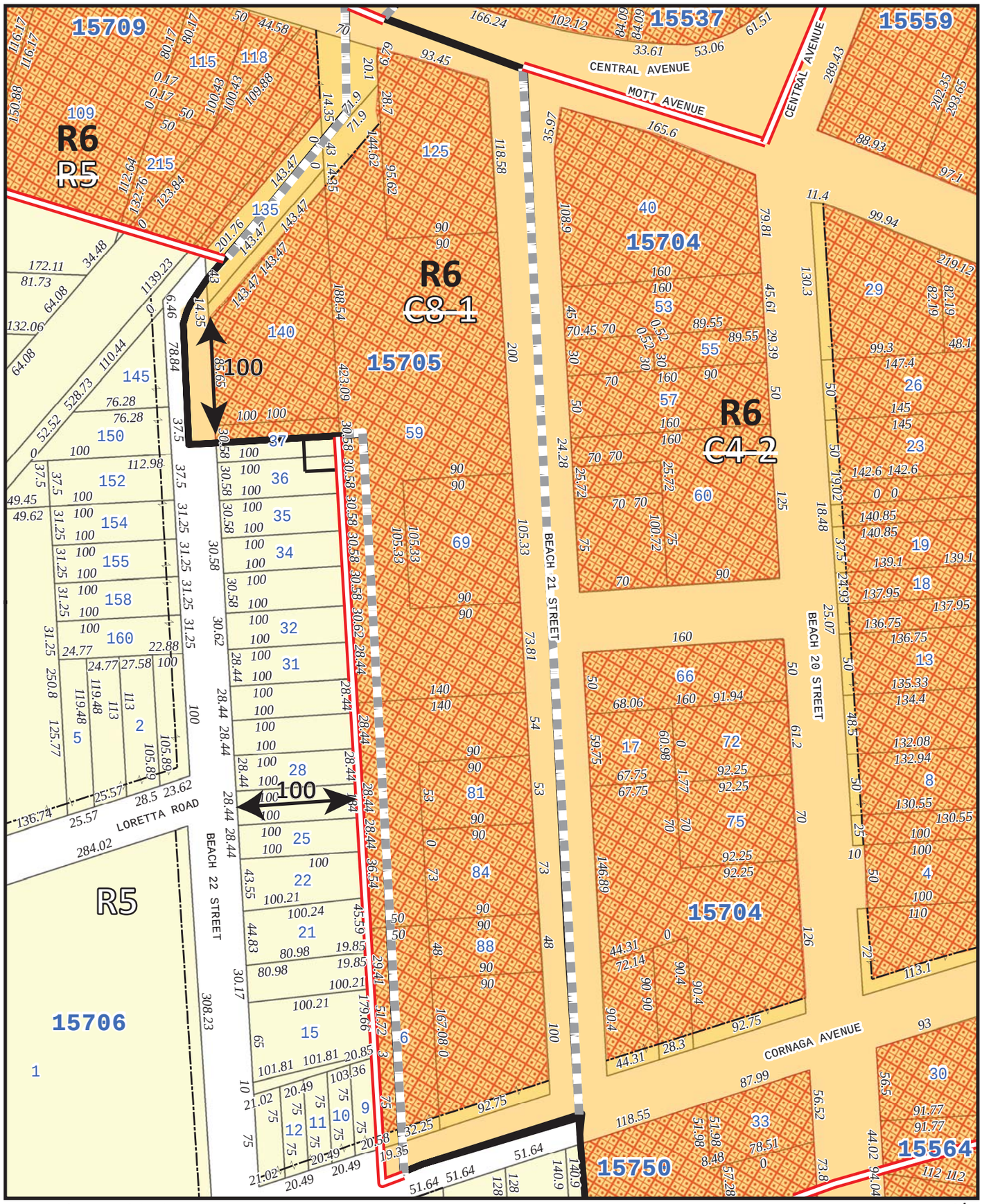
Data Source: DOF Digital Tax Map, NYCMAP 2015

Disclaimer:

This geographic information shown on this map should be used for reference.
For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 10

Blocks 15704, 15705



December 1, 2016

1:1,195

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N

Special Downtown Far Rockaway District Boundary

Proposed Zoning Line/District **R6**

Zoning Line/District Eliminated C4-2

Existing Zoning Line/District R5

C2-4 Overlay Established

C1-2 Overlay Removed

C2-2 Overlay Removed

Tax Lot

15000 Tax Block

Street Line

Possession Hooks

Data Source: DOF Digital Tax Map, NYCMAP 2015

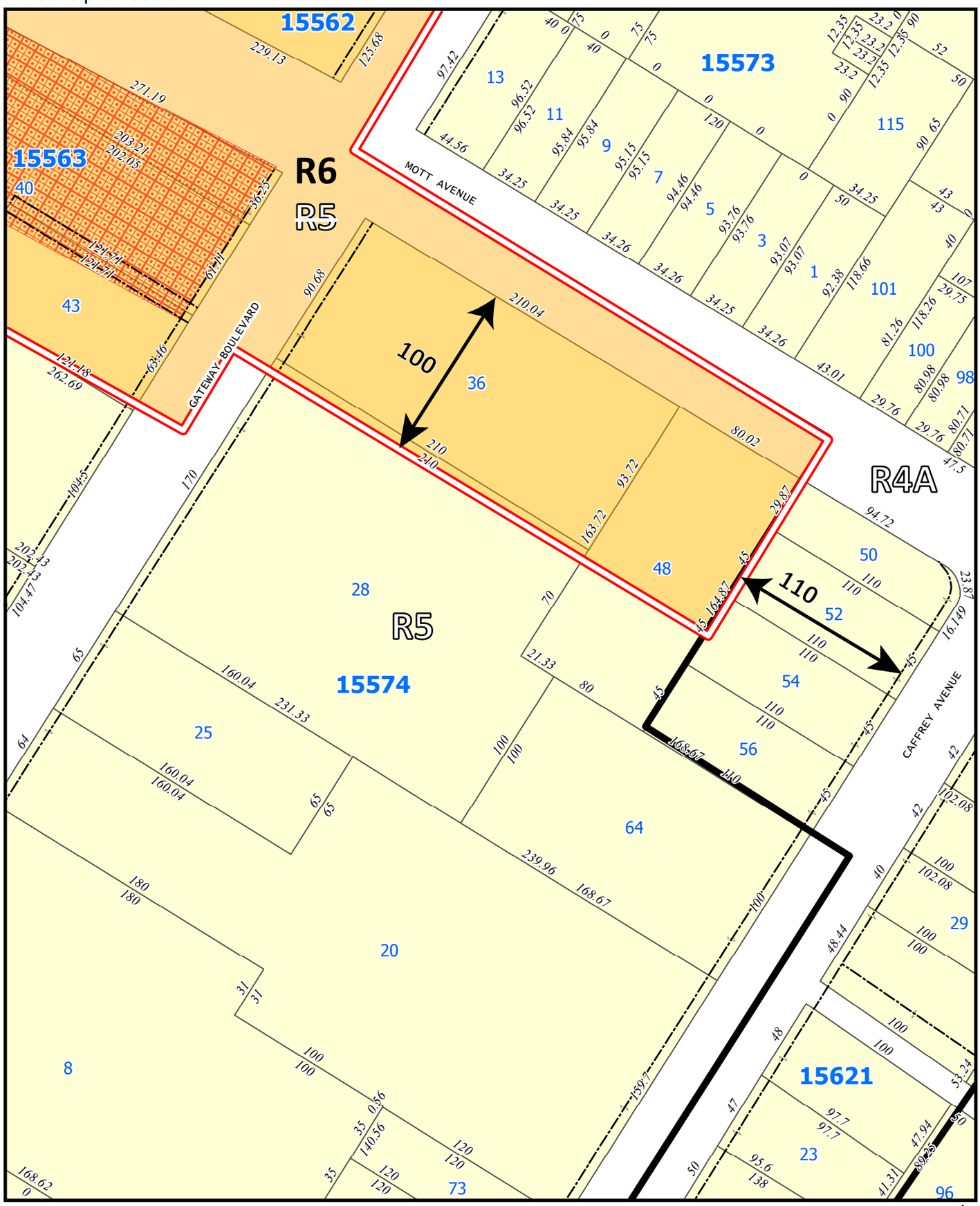
Disclaimer:

This geographic information shown on this map should be used for reference.

For official tax maps please contact Dept of Finance.

Downtown Far Rockaway Tax Lot Map 11

Blocks p/o 15563



April 17, 2017
1:823

0 45 90 180 270 Feet

N

Special Downtown Far Rockaway District Boundary
Proposed Zoning Line/District R6
Existing Zoning Line/District R5
Zoning Line/District Eliminated C4-2
C2-4 Overlay Established
C1-2 Overlay Removed
Tax Lot
15000 Tax Block
Street Line
Possession Hooks

Data Source: DOF Digital Tax Map, NYCMAP 2015
Disclaimer:
This geographic information shown on this map should be used for reference.
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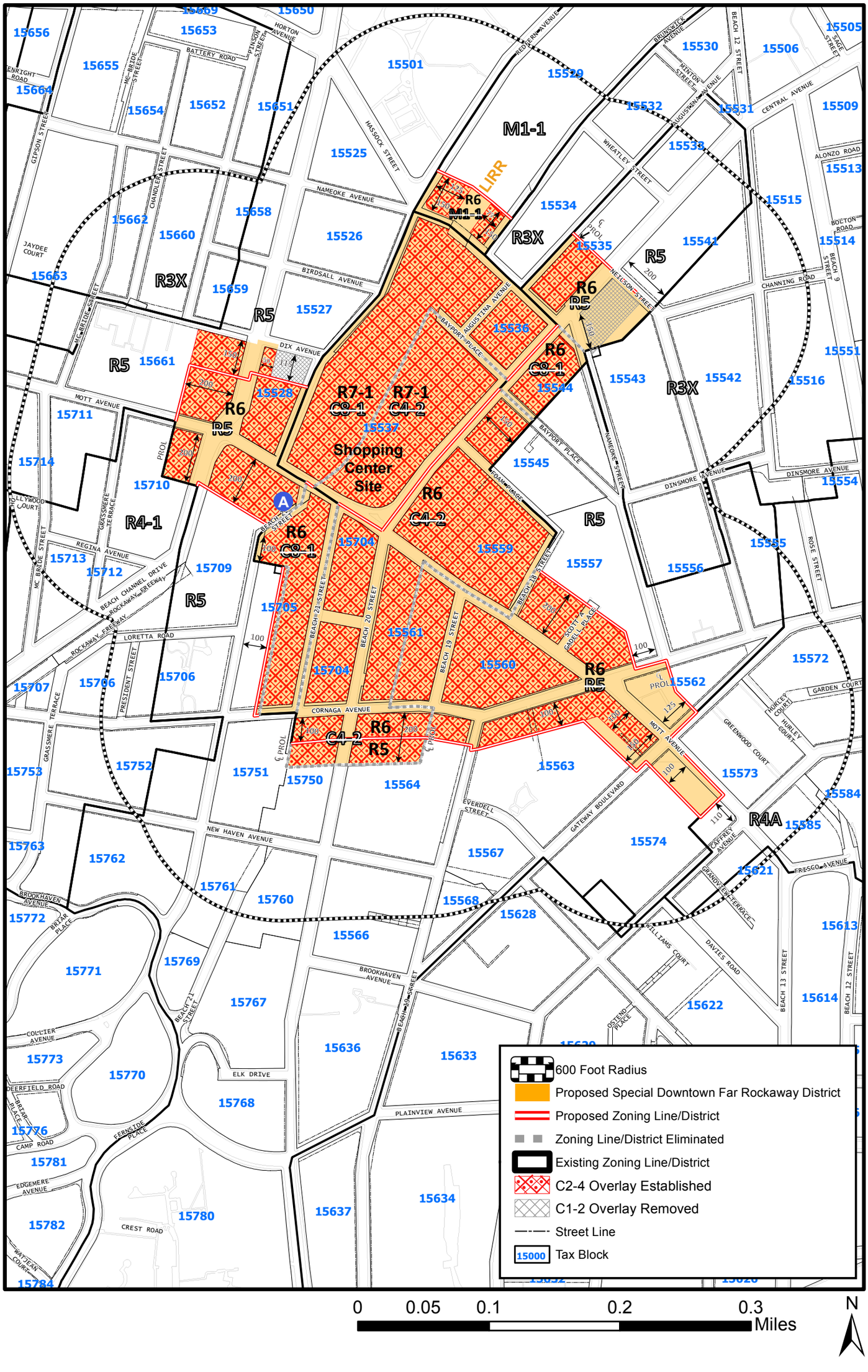
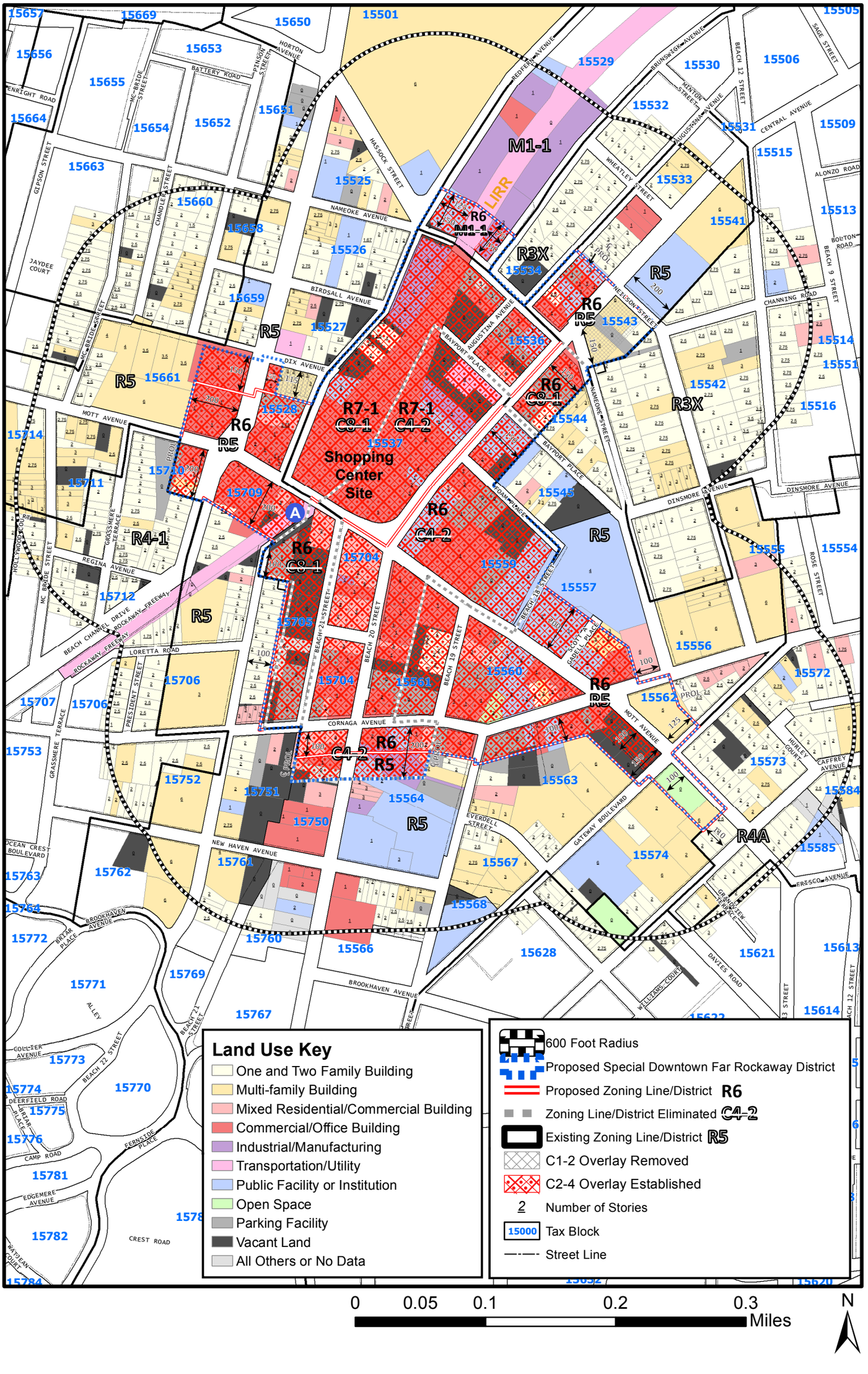
Downtown Far Rockaway Zoning Change Map



Downtown Far Rockaway Area Map



Photos taken September 2016



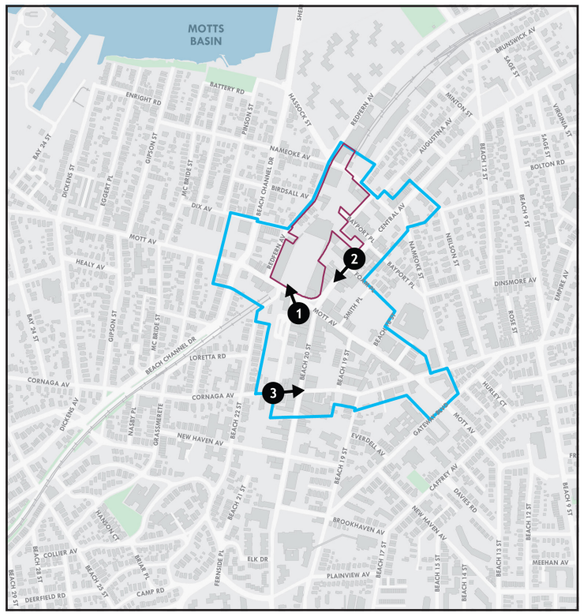
1. ***View of Mott Avenue looking northwest from Beach 21st Street.***
Mott Avenue at Beach 21st Street with the development site in the background.



2. ***View of Central Avenue looking south from Foam Place.***



3. ***View of Cornaga Avenue looking east from Beach 21st Street.***
Cornaga Avenue near Beach 21st Street





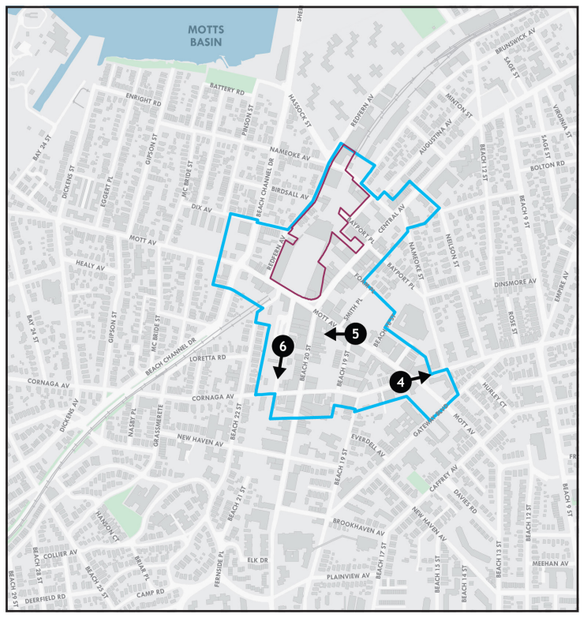
4. ***View of Cornaga Avenue looking east from Mott Avenue.***
Commercial uses along Cornaga Avenue at Mott Avenue. A seven-story apartment building is seen in the background.



5. ***View of Mott Avenue looking southwest from Beach 19th Street.***
The south side of Mott Avenue near Smith Place is developed with one-story retail and taller, older commercial buildings including 19-31 Mott Avenue, a four-story tan brick building, seen toward the right.



6. ***View of Beach 21st Street looking southwest.***
An automotive business and associated parking lot (Project Site 5) is located on the northwest corner of Cornaga Avenue and Beach 21st Street.



Photos taken September 2016



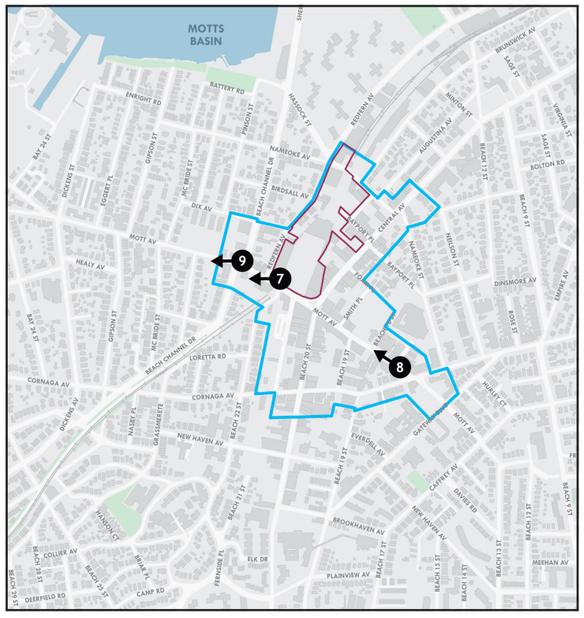
7. ***View of Mott Avenue looking southwest from Redfern Avenue.***
Potential Site C, seen in the foreground, consists of a strip of small retail stores, while Potential Site B, seen in the background, is a fast-food restaurant.



8. ***View of Mott Avenue looking northwest from Scott A. Gadell Place.***
The steeple of the historic Trinity Chapel can be seen above trees and low-scale buildings along Mott Avenue.



9. ***View of Mott Avenue looking southwest from Beach Channel Drive.***
Beach Channel Drive is an 80-foot wide street with dedicated bike lanes.



Photos taken September 2016



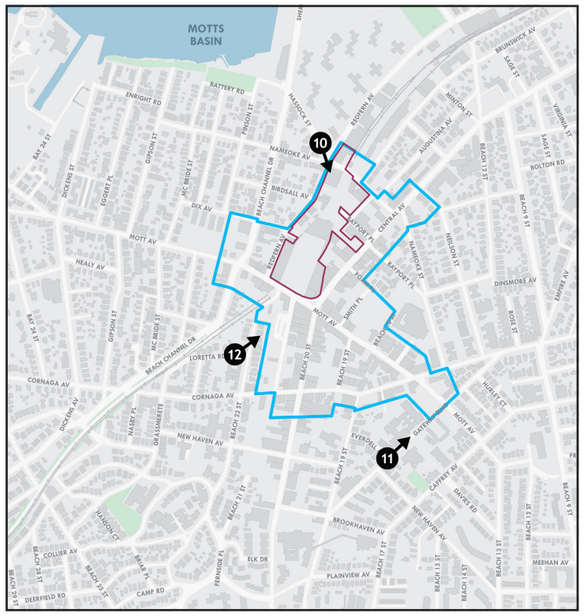
10. ***View of Redfern Avenue looking south at Nameoke Avenue.*** *Redfern Avenue is a one-way street with curbside parking South of Nameoke Avenue and a two-way, two-lane street with curbside parking north of Nameoke Avenue.*



11. ***View of Gateway Boulevard looking northeast at Everdell Avenue.*** *14-50 Gateway Boulevard, a seven-story brick apartment building is located between two-story brick row¬houses and a four-story brick apartment building along a residential cross street.*



12. ***View of Beach 22nd Street looking northeast from Loretta Road.*** *Residential houses with landscaped yards.*



Photos taken September 2016



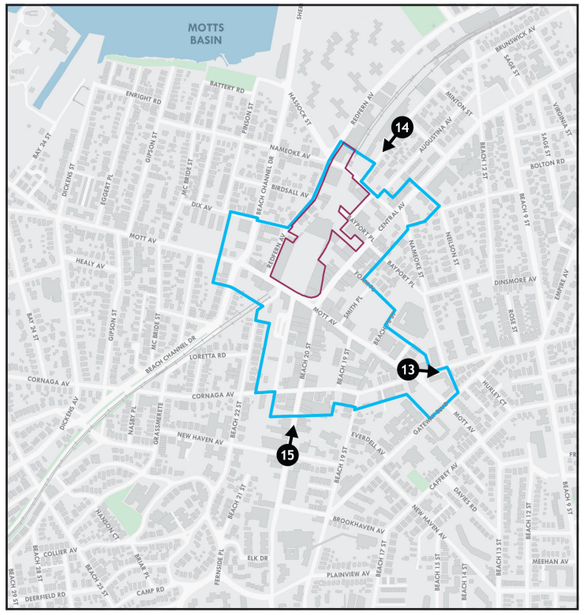
13. ***View of Cornaga Avenue looking southeast from Mott Avenue.*** *15-02 Mott Avenue is a large, five-story apartment building on the southeast corner of Mott and Cornaga Avenues.*



14. ***View of Brunswick Avenue looking southwest from Wheatley Avenue.*** *Manufacturing buildings located along Brunswick Avenue near Wheatley Avenue*



15. ***View of Beach 20th Street looking north from New Haven Avenue.*** *Mixed-use buildings and smaller commercial buildings are located along Beach 20th Street.*





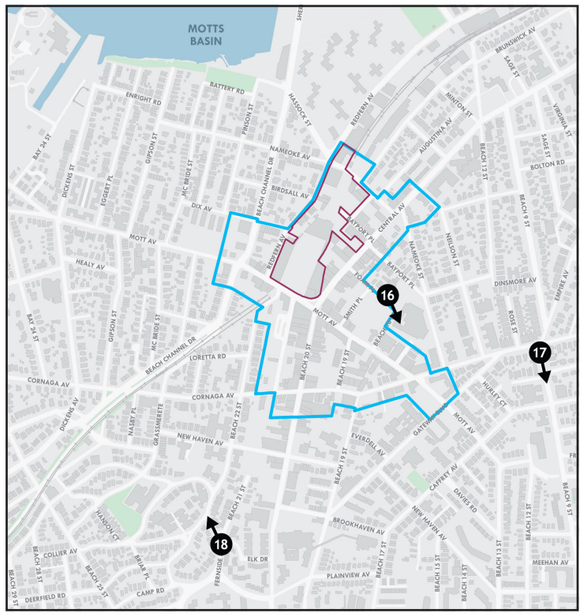
16. ***View of Foam Place looking southeast.*** *M.S. 53 located at Foam Place and Beach 18th Street is a large building with high-lot coverage.*



17. ***View of Beach 9th Street looking south from Cornaga Avenue.*** *Beach 9th Street is set back from the two-way street by landscaping.*



18. ***View from Fernside Place, Elk Drive, and Beach 21st Street looking northwest.*** *The streets in the southwest section of the secondary study area are curving, creating odd block shapes.*



Photos taken September 2016



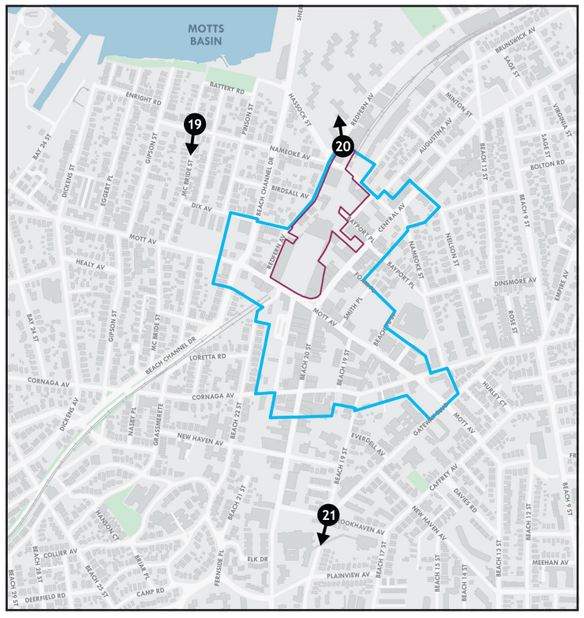
19. ***View of McBride Street looking southwest from Nameoke Avenue.***
McBride Street is developed with two-story houses clad in siding.



20. ***View of Redfern Avenue looking northwest from Hassock Street.***
The NYCHA Redfern Houses are seven-story brick buildings set among landscaping.



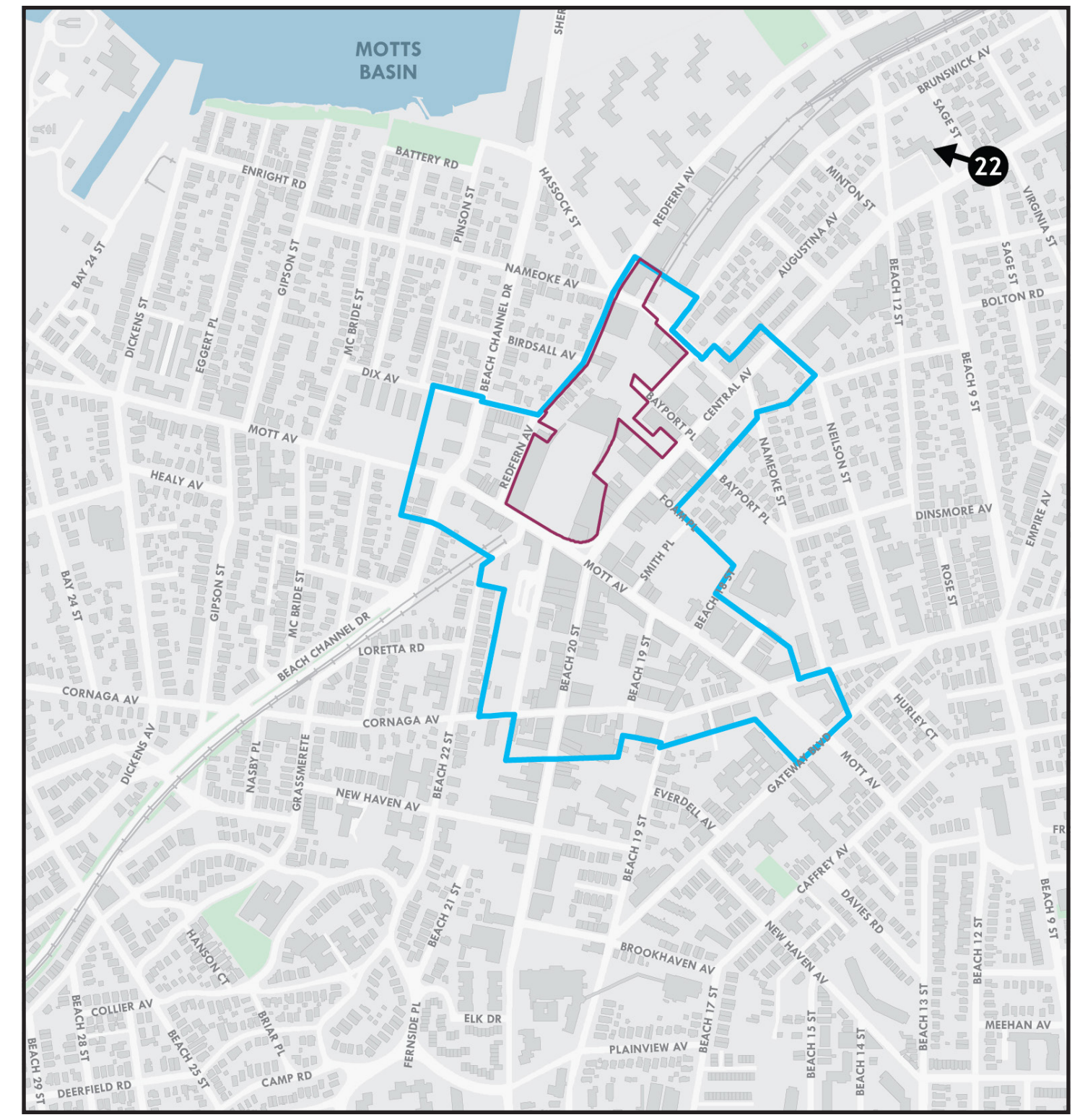
21. ***View of Beach 19th Street looking southwest from Brookhaven Avenue.***
St. John's Episcopal Hospital and pedestrian bridge.



Photos taken September 2016



22. ***View of Central Avenue looking west near Sage Street.***
The First Presbyterian Church as seen from Central Avenue.



Downtown Far Rockaway Redevelopment
Existing Land Uses within the 600-Foot Study Area

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	688	70	3,588,254	50	3,338,359	63
One- & Two-Family Buildings	*535*	*54*	*2,184,809*	*30*	*1,138,424*	*21*
Multi-Family Walkup Buildings	*131*	*13*	*719,104*	*10*	*628,933*	*12*
Multi-Family Elevator Buildings	*22*	*2*	*684,341*	*10*	*1,621,002*	*30*
Mixed Commercial/Residential Buildings	41	4	230,591	3	355,145	7
Commercial/Office Buildings	85	9	1,289,777	18	635,189	12
Industrial/Manufacturing	10	1	188,232	3	158,564	3
Transportation/Utility	7	1	135,728	2	1,800	<1
Public Facilities & Institutions	47	5	830,585	12	687,343	13
Open Space	2	<1	39,362	1	0	0
Parking Facilities	40	4	375,432	5	45,551	1
Vacant Land	68	7	510,198	7	78,391	1
Total	**988**	**100**	**7,188,159**	**100**	**5,350,342**	**100**

Source: New York City PLUTO™ data (2016v1) and AKRF field observations in June and July of 2016.



View of the proposed Special Downtown Far Rockaway District

For Illustrative Purposes Only

View of the proposed Special Downtown Far Rockaway District

For Illustrative Purposes Only

View of the proposed Special Downtown Far Rockaway District

For Illustrative Purposes Only



View of the proposed Special Downtown Far Rockaway District

For Illustrative Purposes Only

FAIR SHARE ANALYSIS

INTRODUCTION

This application is for the closing of a public facility. As part of the Downtown Far Rockaway Redevelopment Project (the "Proposed Project"), the City is seeking disposition approval of Queens Block 15705, part of Lot 59 and Lot 69 in accordance with Section 197-c (10) and 384(b)(4) of the New York City Charter. The approximately 1.3-acre site (Block 15705, part of Lot 59 and Lot 69), which is located on Beach 21st Street between Mott and Cornaga Avenues adjacent to the Far Rockaway-Mott Avenue subway station, currently serves as a municipal parking lot and layover area for buses. The parking lot is an unattended metered facility with a capacity of 70 spaces that is open Monday through Saturday from 8:00 AM to 10:00 PM. Parking rates are 25¢ per 15 minutes, with a maximum charge of $8, or $30 per quarter for a parking permit. The parking facility has a utilization rate of approximately 31 percent (22 occupied spaces) during the weekday midday peak period and 33 percent (23 occupied spaces) during the Saturday midday peak period.[1] The layover area is utilized by two MTA bus routes, the Q22 local and QM17 express, as well as one Nassau Inter-County Express (NICE) bus, the N33.

The proposed disposition would require approval from the MTA Board of Directors authorizing the surrender of the MTA's leasehold interest in Block 15705, Lot 69 (which is a non-discretionary action) so that the site can be developed pursuant to zoning following a competitive Request for Proposal (RFP) process led by the NYC Economic Development Corporation (EDC) and the NYC Department of Housing Preservation and Development (HPD). This site would be redeveloped with 176 dwelling units, 7,421 gross square feet (gsf) of ground floor retail space, and 11,557 gsf of community facility space. As part of DOT's Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project, which is independent of the Proposed Project, the bus layover area will be relocated within the immediate neighborhood.

The following analysis describes how the Proposed Project responds to New York City's Fair Share Criteria. The analysis balances many factors including community needs for service and effects on the surrounding neighborhood.

ARTICLE 8: CRITERIA FOR CLOSING OR REDUCING FACILITIES

Article 8 of the Fair Share Criteria applies to the closing of existing facilities and the significant reduction in size or capacity to deliver service of existing facilities.

Section 8.1 The sponsoring agency shall consider the following criteria:

(a) The extent to which the closing or reduction would create or significantly increase any existing imbalance among communities of service levels relative to need. Wherever possible, such actions should be proposed for areas with high ratios of service supply to service demand.

This site (Block 15705, Lots 59 and 69) occupies 1.3-acres of land on Beach 21st Street between Mott and Cornaga Avenues adjacent to the Far Rockaway-Mott Avenue subway station. The lot serves as a municipal parking facility and bus layover area and is generally underutilized. The parking facility has a capacity of 70 spaces and utilization rate of approximately 31 percent (22 occupied spaces) during the weekday midday peak period and 33 percent (23 occupied spaces) during the Saturday midday peak period. The layover area is utilized by two MTA bus routes (Q22 and QM17) and one NICE bus route (N33).

Closure of the parking facility would result in the displacement of up to 23 vehicles, which would be required to park on-street as there are no other municipal parking facilities or privately-operated off-street parking facilities in the surrounding area. Curbside parking regulations in the surrounding area are generally governed by alternate-side-of-the-street regulations to facilitate street cleaning, with more restrictive regulations in place during the weekday daytime hours. On commercial corridors such as Mott Avenue, Central Avenue, Beach 20th Street, and Beach 19th Street, there are a number of one to two hour time limit metered parking spaces. Parking rates for metered spaces are 25¢ per 15 minutes. On-street parking within an approximate ¼-mile radius of the site is approximately 55 percent utilized (1,947 available spaces) during the weekday midday.[2] In the future with full build-out of the Proposed Project (3,000 dwelling units, 90,000 sf commercial space, 70,000 sf community facility space), on-street parking utilization is expected to increase slightly to 62 percent (1,725 available spaces) during the weekday midday.[3] As such, vehicles displaced by the closure of the parking facility are expected to be able to find on-street parking in the surrounding area and would not be adversely affected by the closure of this facility.

[1] Weekday midday utilization is based on a June 2016 site visit conducted by Philip Habib & Associates. Saturday midday utilization is based on the DOT's January 2014 *Far Rockaway Central Business District (CBD) – Traffic Study* draft report.
[2] Based on June 2016 site visit conducted by Philip Habib & Associates.
[3] Based on *Downtown Far Rockaway Redevelopment Project DEIS* (2017).

Closure of the bus layover area would result in the displacement of the layover area for two MTA buses and one NICE bus. This layover area is being relocated within the immediate neighborhood as part of DOT's Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project, which is occurring independent of the Proposed Project. As such, MTA and NICE buses displaced by closure of the bus layover area would not be adversely affected by the closure of this facility.

The existing municipal parking lot is a local facility that does not serve a defined service area. As noted above, there would be sufficient on-street parking spaces within an approximate ¼-mile radius of the existing municipal parking lot to accommodate the vehicles displaced by the closure of this facility. In addition, the displaced bus layover area would be relocated within the immediate neighborhood independent of the Proposed Project. As such, closure of the existing municipal parking lot and bus layover area would not create or worsen disparities among communities.

(b) Consistency with the specific criteria for selecting the facility for closure or reduction as identified in the Statement of Needs.

This closure was not anticipated prior to the final entry date for publication in the FY2018-2019 Citywide Statement of Needs. The parking facility and bus layover area were targeted for closure because the site is underutilized and because DOT already has plans to relocate the bus layover area within the immediate neighborhood as part of a larger urban design and streetscape project aimed at improving Downtown Far Rockaway.

Section 8.2 In proposing facility closings or reductions, the sponsoring agency shall consult with the affected Community Board(s) and Borough President about the alternatives within the district or borough, if any, for achieving the planned reduction and the measures to be taken to ensure adequate levels of service.

The Proposed Project has been crafted as part of a comprehensive community planning process intended to catalyze the revitalization of Downtown Far Rockaway. The Proposed Project is a comprehensive response to: 1.) recommendations of the local Council Member, local elected officials, and representatives of the local community, business, and nonprofit sectors; and 2.) the strategies proposed by an interagency planning effort in 2016.

THE CITY OF NEW YORK
DEPARTMENT OF HOUSING PRESERVATION AND DEVELOPMENT

DOWNTOWN FAR ROCKAWAY

URBAN RENEWAL PLAN

DOWNTOWN FAR ROCKAWAY

URBAN RENEWAL AREA

Queens

Community District No. 14

January, 2017

HISTORY OF PRIOR APPROVALS

Original

City Planning Commission: _____, 20__
[Board of Estimate: _____, 20__ (Cal. No. __)]
[City Council: _____, 20__ (Cal. No. __)
Mayor: _____, 20__ (Cal. No. __)]

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A: URBAN RENEWAL AREA

1. LEGAL AUTHORITY

The City of New York ("City") has designated the Downtown Far Rockaway Urban Renewal Area ("Area") as an urban renewal area pursuant to §504 of Article 15 ("Urban Renewal Law") of the General Municipal Law. The Department of Housing Preservation and Development ("HPD") represents the City in carrying out the provisions of the Urban Renewal Law pursuant to §502(5) of the Urban Renewal Law and §1802(6)(e) of the Charter.

2. AREA

The properties indicated on Map 1 and listed in Exhibit A ("Acquisition Parcels") have been or will be acquired by the City for redevelopment pursuant to this Downtown Far Rockaway Urban Renewal Plan ("Plan"). These Acquisition Parcels comprise the entire Area and, as such, are the only properties to be redeveloped pursuant to this Plan.

3. BOUNDARY

The Area is located in Community District No. 14 in the borough of Queens and is generally bounded by (i) Nameoke Avenue on the north, (ii) Augustina Avenue and Central Avenue on the east, (iii) Mott Avenue on the south, and (iv) Redfern Avenue on the west. The perimeter described in Exhibit B and shown on Map 1 ("Project Boundary") encompasses all of the Acquisition Parcels which comprise the Area, but may also encompass other properties which are not part of the Area. The Acquisition Parcels, and not the Project Boundary, define the Area.

4. OTHER PROPERTIES

Any properties located within the Project Boundary which are not listed in Exhibit A ("Exempt Parcels") will not be acquired by the City for redevelopment pursuant to this Plan. Notwithstanding the fact that they are located within the Project Boundary, Exempt Parcels are not part of the Area and are not subject to the controls of this Plan, even if they are or become City-owned.

5. ELIGIBILITY

The Area is eligible for designation as an urban renewal area pursuant to the Urban Renewal Law. The following insanitary and substandard conditions adversely affect the quality of life in the Area and its immediate vicinity:

a. Abandoned, vacant, substandard, underutilized, and/or obsolete buildings and structures characterized by physical deterioration, high levels of code violations, defective construction, outmoded design, and/or inadequate fire or safety protection.

b. Abandoned, vacant, underutilized, substandard, and/or insanitary, lots.

c. Incompatible adjacent uses.

d. Hazardous or detrimental industrial uses.

e. Illegal uses.

f. Blocks and lots of irregular form or shape or of insufficient size, width, or depth.

g. Poorly or improperly designed street patterns and intersections.

B: URBAN RENEWAL PLAN

1. LEGAL AUTHORITY

The City has established this Plan for the redevelopment of the Area pursuant to §505 of the Urban Renewal Law.

2. STATEMENT OF COMPLIANCE

In accordance with §502(7) of the Urban Renewal Law, this Plan states the following information:

a. Proposed Land Uses

See Section C.

b. Proposed Land Acquisition, Demolition, And Removal Of Structures

See Section D.

c. Proposed Acquisition Of Air Rights And Concomitant Easements Or Other Rights Of User Necessary For The Use And Development Of Such Air Rights

None.

d. Proposed Methods Or Techniques Of Urban Renewal

See Section D.

e. Proposed Public, Semi-Public, Private, Or Community Facilities Or Utilities

None.

f. Proposed New Codes And Ordinances And Amendments To Existing Codes And Ordinances As Are Required Or Necessary To Effectuate The Plan

See Section E.

g. Proposed Program Of Code Enforcement

Properties will be required to comply with applicable United States ("Federal"), State of New York ("State"), and City laws, codes, ordinances, and regulations (collectively, "Laws").

h. Proposed Time Schedule For Effectuation Of Plan

Project Activity	Estimated Commencement Date	Estimated Completion Date
Land Acquisition	August 2017	June 2021
Relocation of Site Occupants	September 2017	June 2022
Demolition and Site Clearance	September 2017	July 2023
Site Preparation (Including Installation of Site Improvements)	August 2017	August 2024
Land Disposition	June 2018	June 2025
Project Completion		December 2027

3. OBJECTIVES

This Plan seeks to:

a. Redevelop the Area in a comprehensive manner, removing blight and maximizing appropriate land use.

b. Remove or rehabilitate substandard and insanitary structures.

c. Remove impediments to land assemblage and orderly development.

d. Strengthen the tax base of the City by encouraging development and employment opportunities in the Area.

e. Provide new housing of high quality and/or rehabilitated housing of upgraded quality.

f. Provide appropriate community facilities, publicly-accessible open spaces, retail shopping, public parking, and private parking.

g. Provide a stable environment within the Area which will not be a blighting influence on surrounding neighborhoods.

4. DESIGN OBJECTIVES

It is the intent of this Plan that, to the extent deemed feasible by HPD, (i) the Area should be developed in a manner compatible with or beneficial to the surrounding community, (ii) the project should harmonize in scale, configuration, and materials to the prevailing neighborhood pattern, and (iii) in areas with exceptionally strong or uniform street character, the new construction should reinforce the existing urban pattern.

C: CONTROLS ON REDEVELOPMENT

1. ZONING

The controls of this Plan will be concurrent with, and will not preempt or supersede, the controls of the Zoning Resolution of the City, as amended ("Zoning Resolution"). The controls of the Zoning Resolution will apply to all Acquisition Parcels at all times to the extent permitted by Law. The controls of this Plan will commence to apply to any Acquisition Parcel upon acquisition by the City or at such later date as may be specified in this Plan. Thereafter, if there is any conflict between the controls imposed by the Zoning Resolution and the controls imposed by this Plan, the more restrictive of the two will govern.

2. PROPOSED USES

Map 2 indicates the permitted use of each Acquisition Parcel following disposition by the City to a redeveloper. Each use indicated in Map 2 will have the meaning set forth in this Section C.2.

a. Commercial/Residential

Commercial, residential, community facility, recreational, open space, private and public street, and parking uses will be permitted in accordance with the Zoning Resolution.

b. Transportation

Private and public street and parking uses will be permitted in accordance with the Zoning Resolution.

3. SUPPLEMENTARY CONTROLS

a. Building Bulk

Building bulk requirements will be as required by the Zoning Resolution.

b. Parking

Parking requirements will be as required by the Zoning Resolution.

c. Utilities

(1) Any existing overhead telecommunications, electrical, and cable network lines in the Area will be removed and relocated underground and all new or additional telecommunications, electrical, and cable network lines will be placed underground, unless HPD determines that such placement underground is either unnecessary or infeasible.

(2) Sewers, water lines, street lighting, and electrical and gas services will be installed as required. Water supply, sanitary sewers, and storm sewers will be provided in accordance with the requirements of the City's Department of Environmental Protection.

d. Easements

Easements, if any, will be provided as shown on Map 2, and as set forth in the Zoning Resolution.

D: PROPOSED METHODS AND TECHNIQUES OF URBAN RENEWAL

1. ACQUISITION

a. Method Of Acquisition

Acquisition Parcels may be acquired by any means permitted by applicable Laws. Regardless of the method of acquisition, every Acquisition Parcel acquired by the City will be subject to the controls of, and developed in accordance with, this Plan.

b. Properties Acquired or to be Acquired

The Acquisition Parcels have been or will be acquired by the City. The Acquisition Parcels, if any, that the City acquired with Federal assistance are identified in Exhibit A. All other Acquisition Parcels have been or are intended to be acquired with City funds, without Federal assistance.

2. RELOCATION

There is a feasible method for the relocation of families and individuals displaced from the Area into decent, safe, and sanitary dwellings, which are or will be provided in the Area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities, at rents or prices within the financial means of such families or individuals, and reasonably accessible to their places of employment. HPD will relocate residential and commercial site occupants, if any, in compliance with all applicable Federal, State, and City Laws.

3. DEMOLITION AND/OR REHABILITATION

The structures on properties acquired in accordance with this Plan will either be demolished and cleared for new construction or retained for rehabilitation.

4. LAND DISPOSITION

Properties acquired will be disposed of for redevelopment in accordance with this Plan.

E: RELATED ACTIONS

1. ZONING MAP AMENDMENTS

The zoning of the Area will be as set forth in the Zoning Resolution. Zoning Map Amendments may be necessary in order to implement this Plan, but any proposed amendments set forth in this Section E.1 will have no force or effect until they are approved and become effective pursuant to the applicable provisions of the Charter. The proposed Zoning Map Amendments include the creation of a Special Downtown Far Rockaway District under which Acquisition Parcels currently zoned M1-1 will be rezoned to R6/C2-4, Acquisition Parcels currently zoned C8-1 will be rezoned to R7-1/C2-4, and Acquisition Parcels currently zoned C4-2 will be rezoned to R7-1/C2-4.

2. STREET MODIFICATIONS

It may be necessary to map, demap, or modify streets within and/or adjacent to the Area in order to implement this Plan, but any proposed street modifications set forth in this Section E.2 will have no force or effect until they are approved and become effective pursuant to the applicable provisions of the Charter. However, no street modifications are proposed at this time.

F: REDEVELOPER OBLIGATIONS

1. RECORDABLE AGREEMENTS

The instruments by which the City disposes of any Acquisition Parcel or part thereof to a redeveloper will be recorded in the Office of the City Register and will contain covenants running with the land which (i) incorporate this Plan by reference, (ii) require compliance with the terms and restrictions set forth in this Plan, and (iii) require compliance with Section F.4. An amendment to this Plan which becomes effective after the date of disposition of an Acquisition Parcel to a redeveloper will not apply to the real property comprising such Acquisition Parcel unless, following the effective date of such amendment, the City and the owner of such real property execute a written agreement, approved as to form by the Corporation Counsel, providing that such amendment shall thereafter apply to such real property.

2. LAND USE RESTRICTION

Each redeveloper will be required to devote the land solely to the uses specified as permitted uses in this Plan and to comply with all other terms and restrictions set forth in this Plan.

3. TIMELY PERFORMANCE

Each redeveloper will be required to expeditiously apply for all required governmental approvals and to begin and complete the redevelopment and construction of the improvements mandated by this Plan and agreed upon in the disposition instruments within a reasonable time.

4. NON-DISCRIMINATION

Each redeveloper, its successors and assigns of the land conveyed or any part thereof, and any lessee of the land conveyed or any part thereof (i) will not enter into any agreement, lease, conveyance, or other instrument which restricts the sale, lease, or occupancy of such land or any part thereof upon the basis of race, color, national origin, ancestry, alienage status, religion, creed, age, sex, marital status, sexual orientation, or disability, and (ii) will comply with all applicable Federal, State, and City laws in effect from time to time prohibiting discrimination or segregation by reason of race, color, national origin, ancestry, alienage status, religion, creed, age, sex, marital status, sexual orientation, or disability in the sale, lease, or occupancy of the property.

5. DESIGN REVIEW

HPD may require any redeveloper to (i) submit site plans, landscape plans, architectural drawings, outline specifications, schedules of materials and finishes, and/or final working drawings, in sufficient detail to permit determination of compliance with the controls of this Plan, for HPD approval prior to commencement of construction, and (ii) submit any material change to such documents thereafter proposed for HPD approval prior to commencement of construction of such change.

6. RESTRICTION ON TRANSFER PRIOR TO COMPLETION

No redeveloper will be permitted to sell, lease, or otherwise transfer land at any time prior to completion of the redevelopment thereof without prior written consent of HPD, except as set forth in the disposition instruments.

7. COOPERATION WITH HPD

Each redeveloper will be required to expeditiously submit all documents required by HPD for the approval and processing of the redevelopment project.

8. COOPERATION WITH OTHER CITY AGENCIES

Each redeveloper will be required to cooperate fully with the appropriate City agencies in realizing the specific objectives of this Plan.

9. CERTIFICATE OF COMPLETION

Each redeveloper will be required to provide HPD with current revised drawings as required by HPD, including, but not limited to, descriptions reflecting substantial changes during construction. HPD will use these drawings and descriptions, together with materials submitted prior to commencement of

construction, for final determination of compliance and issuance of a Certificate of Completion in accordance with the terms of the disposition instruments.

G: MODIFICATION OF PLAN

1. AMENDMENTS

The City may amend this Plan at any time pursuant to §505 of the Urban Renewal Law and §197-c and §197-d of the Charter and may amend the designation of the Area at any time pursuant to §504 of the Urban Renewal Law.

2. MINOR CHANGES

HPD, with the concurrence of the City Planning Commission ("CPC"), may authorize minor changes of the terms of these restrictions which conform with the intent and purpose of this Plan.

3. MERGERS AND SUBDIVISIONS

The development sites in the Area may be merged and/or subdivided where HPD determines in writing that (i) the site plan complies with the intent and provisions of this Plan, and (ii) the unused portion of the subdivided development site, if any, is marketable and developable in accordance with this Plan and with all applicable Federal, State, and City Laws. The merger and/or subdivision of a development site will not require review or approval by CPC, but HPD will file the Plan, as modified to indicate such merger and/or subdivision, with the Department of City Planning for information purposes.

H: DURATION OF PLAN

This Plan will remain in effect for a period of forty (40) years from the date of the original approval of this Plan, until 2057, except as provided in Section G.

EXHIBIT A

PROPERTIES ACQUIRED AND TO BE ACQUIRED

Site	Block	Lot(s)	Land Use
1	15537	p/o 1, 5, p/o 40, 46, 50, 51, 53, 54, 55, 56, 57, 58, 59, 60, 63, 65, 71, 89, 92, 94, 99, 100, 112, 128, 130	Commercial/Residential
2	15529	10	Commercial/Residential
3	15529 15537 15537	9 79 p/o1	Transportation

EXHIBIT B

PROJECT BOUNDARY DESCRIPTION

All that certain plot, piece or parcel of land, situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows:

Beginning at the corner formed by the intersection of the Easterly line of Redfern Avenue and the Northerly line of Mott Avenue;

Running thence Easterly along the Northerly line of Mott Avenue 382.91 feet to a point;

Thence Easterly along a curve connecting the Northerly line of Mott Avenue with the Westerly line of Central Avenue a distance of 114.57 feet to a point;

Thence Northwesterly along the dividing line between the Northerly line of Tax Lot 1 and the Southerly line of Tax Lot 153 in Tax Block 15537 a distance 0.04 feet to the Westerly line of Tax Lot 153, as shown on the Tax Map for the Borough of Queens as said Map existed on January 11th, 2017;

Thence Northerly along the dividing line between Tax Lot 1 and Tax Lots 153, 152, 150 and 148 on said Tax Map a distance of 244.65 feet, more or less, to the Southerly line of Tax Lot 147;

Thence Northwesterly along the Southerly line of Tax Lot 147, parallel to the Southerly line of Bayport Place, a distance of 74.08 feet to the Westerly line of Tax Lot 147;

Thence Northerly along the Westerly lines of Tax Lots 147, 137 and 133 a distance of 291.48 feet , more or less, to the Northerly line of Tax Lot 133;

Thence Southeasterly along the Northerly line of Tax Lot 133 parallel to Bayport Place a distance of 268.60 feet to the Westerly line of Central Avenue;

Thence Northeasterly along the Westerly line of Central Avenue a distance of 100.00 feet to a point;

Thence Northwesterly parallel with the Southerly line of Bayport Place a distance of 100.00 feet to a point;

Thence Southwesterly parallel with the Westerly line of Central Avenue a distance of 50.00 feet to a point;

Thence Northwesterly parallel with the Southerly line of Bayport Place a distance of 125.00 feet to a point;

Thence Northeasterly parallel with the Westerly line of Central Avenue a distance of 100.00 feet to the Southerly line of Bayport Place;

Thence Northwesterly along the Southerly line of Bayport Place a distance of 109.30 feet to the Westerly terminus of Bayport Place:

Thence Northeasterly along the Easterly line of Tax Lot 1, which is coincident with the Westerly terminus of Bayport Place where it intersects Tax Lot 1 in Tax Block 15537 a distance of 56.00 feet, more or less, to a point on the Northerly line of Bayport Place;

Thence Southeasterly along the Northerly line of Bayport Place a distance of 108.10 feet to the corner formed by the intersection of the Northerly line of Bayport Place with the Westerly line of Augustina Avenue;

Thence Northeasterly along the Westerly line of Augustina Avenue a distance of 250.00 feet to the corner formed by the intersection of Southerly line of Nameoke Avenue with the Westerly line of Augustina Avenue;

Thence Northwesterly along the Southerly line of Nameoke Avenue a distance of 200.50 feet to the Easterly line of Tax Lot 1 in Tax Block 15537;

Thence Northerly along the Easterly line of Tax Lot 1 a distance of 25.66 feet, more or less, to the dividing line between Tax Lot 1 in Tax Block 15537 and Tax Lot 4 in Tax Block 15529, as shown on the Tax Map as said Tax Map existed on January 11th, 2017;

Thence Westerly along the dividing line between Tax Lot 1 in Tax Block 15537 and Tax Lot 4 in Block 15529, as shown on the said Tax Map, a distance of 105.00 feet, more or less, to the Westerly line of Tax Lot 1 in Tax Block 15537 and Tax Lot 4 in Tax Block 15529;

Thence Northerly along the Westerly line of Tax Lot 4 to the intersection of the Westerly line of Tax Lot 4 in Tax Block 15529 and the Southerly line of Tax Lot 9 in Tax Block 15529;

Thence continuing Northerly along the Westerly line of Tax Lot 4 which is coincident with the Easterly lines of Tax Lot 9 and Tax Lot 10 a distance of 155.33 feet to the Southerly line of Tax Lot 19;

Thence Westerly along the Southerly line of Tax Lot 19 a distance of 114.47 feet to the Easterly line of Redfern Avenue;

Thence Southwesterly along the Easterly line of Redfern Avenue a distance of 181.78 feet to the former Northerly line of Nameoke Avenue;

Thence Southwesterly along the Easterly line of Redfern Avenue, if extended Southwesterly, to to the former Southerly line of Nameoke Avenue;

Thence Southwesterly along the Westerly line of Tax Lots 79, 71, 65, 63 and part of 60 in Tax Block 15537, as shown on said Tax Map, a distance of 345.75 feet, more or less, to a point;

Thence Southwesterly along the Westerly line of Tax Lots 60, 59, 58, 57, 56, 55, 54, 53, 51, 50 and 46, as shown on said Tax Map, a distance of 298.45 feet, more or less, to the Southerly line of Tax Lot 46;

Thence Easterly along the Southerly line of Tax Lot 46 a distance of 10.65 feet to the Easterly line of Redfern Avenue;

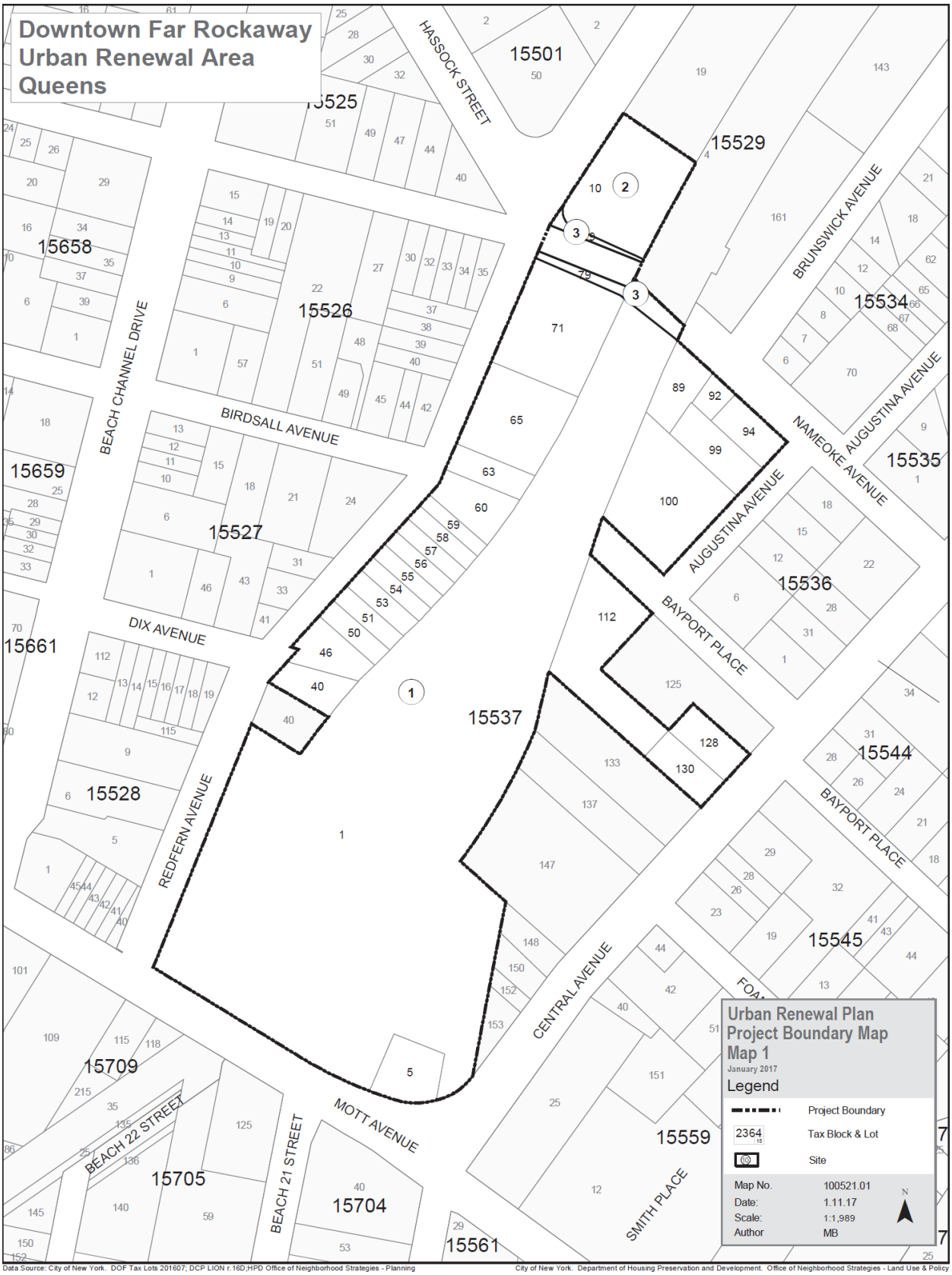
Thence Southerly along the Easterly line of line of Redfern Avenue a distance of 64.56 feet to a point on the Westerly line of Tax Lot 40;

Thence Southeasterly along a line forming an exterior angle of 84 degrees with the previous course an undetermined distance to the Easterly line of Tax Lot 40 which is coincident with the dividing line between Tax Lot 40 and Tax Lot 1 in Tax Block 15537 as shown of said Tax Map;

Thence Southwesterly along the dividing line between Tax Lot 40 and Tax Lot 1 for an undetermined distance to the Southerly line of Tax Lot 40 in Block 15537 as shown on said Tax Map;

Thence Northwesterly along the Southerly line of Tax Lot 40 a distance of 67.26 feet to the Easterly line of Redfern Avenue;

Thence Southerly along the Easterly line of Redfern Avenue a distance of 361.73 feet to the point or place of beginning.


Downtown Far Rockaway
Urban Renewal Area
Queens
HASSOCK STREET
BRUNSWICK AVENUE
BEACH CHANNEL DRIVE
BIRDSALL AVENUE
AUGUSTINA AVENUE
NAMEOKE AVENUE
DIX AVENUE
BAYPORT PLACE
REDFERN AVENUE
CENTRAL AVENUE
MOTT AVENUE
BEACH 22 STREET
BEACH 21 STREET
SMITH PLACE
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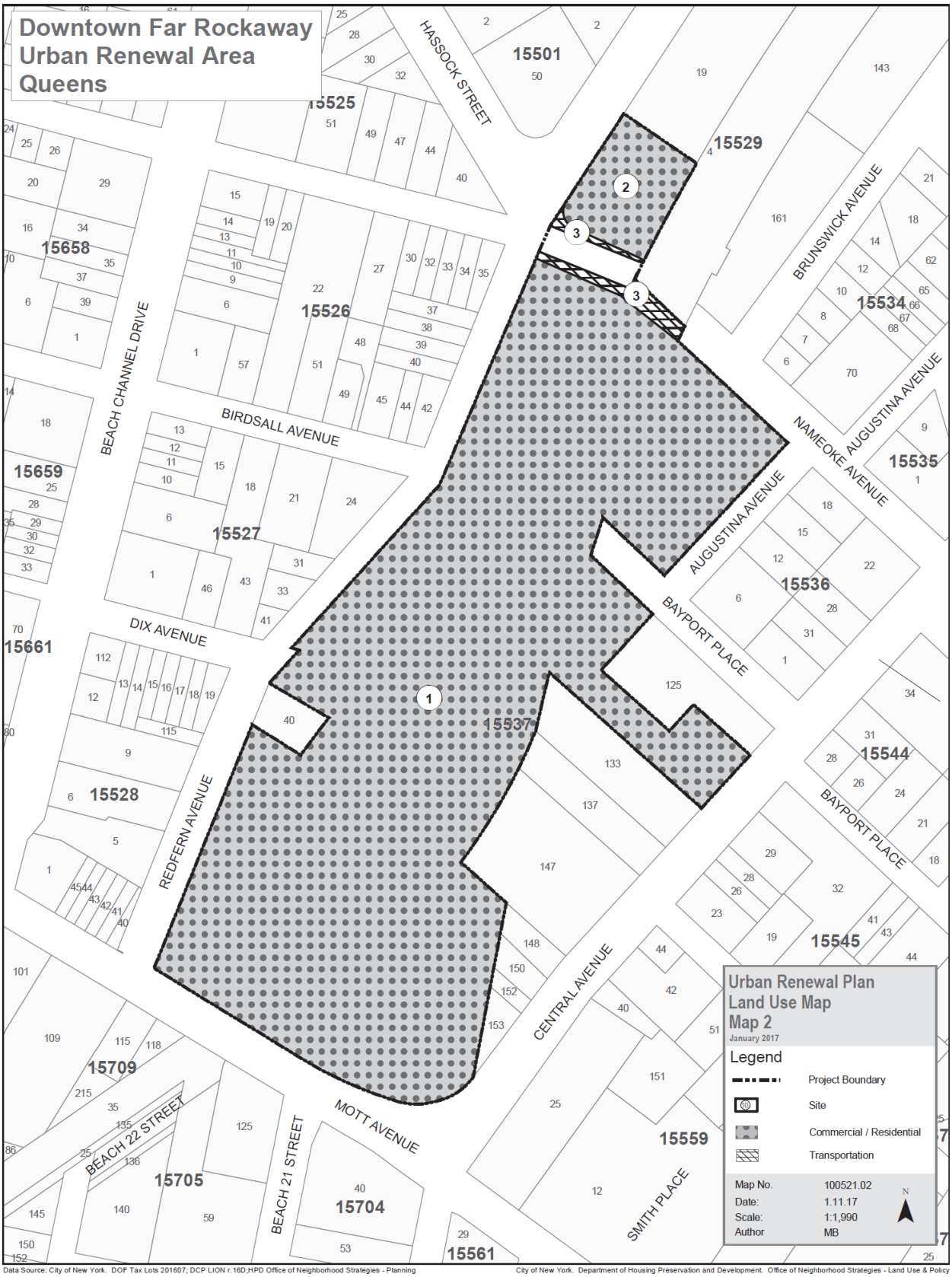
15561
Urban Renewal Plan
Project Boundary Map
Map 1
January 2017
Legend
Project Boundary
Tax Block & Lot
Site
Map No. 100521.01
Date: 1.11.17
Scale: 1:1,989
Author MB
N
Data Source: City of New York. DOF Tax Lots 201607; DCP LION r.16D;HPD Office of Neighborhood Strategies - Planning
City of New York. Department of Housing Preservation and Development. Office of Neighborhood Strategies - Land Use & Policy


Downtown Far Rockaway
Urban Renewal Area
Queens
HASSOCK STREET
BRUNSWICK AVENUE
BEACH CHANNEL DRIVE
BIRDSALL AVENUE
AUGUSTINA AVENUE
NAMEOKE AVENUE
BAYPORT PLACE
DIX AVENUE
REDFERN AVENUE
CENTRAL AVENUE
MOTT AVENUE
BEACH 22 STREET
BEACH 21 STREET
SMITH PLACE
15501
15525
15529
15658
15526
15534
15659
15527
15535
15661
15536
15537
15544
15528
15545
15709
15705
15704
15559
15561
Urban Renewal Plan
Land Use Map
Map 2
January 2017
Legend
Project Boundary
Site
Commercial / Residential
Transportation
Map No. 100521.02
Date: 1.11.17
Scale: 1:1,990
Author MB
N
Data Source: City of New York. DOF Tax Lots 201607; DCP LION r.16D;HPD Office of Neighborhood Strategies - Planning
City of New York. Department of Housing Preservation and Development. Office of Neighborhood Strategies - Land Use & Policy