30-11 12th Street Rezoning
Community District 1
Queens, NY
October 24, 2022

1. Introduction

30-11 12th Street Realty LLC (the "Applicant"), the ground lessee of the property located at 30-11 12th Street (Queens Block 515, Lot 19) (the "Development Site") is seeking:

1. Zoning map amendments to rezone an area bounded generally by 30th Avenue to the north, a line 100 feet west of 14th Street to the east, a line approximately midway between 30th Avenue and 30th Road to the south, and Welling Court to the west from R6B, R5B and R4-1 zoning districts to R6A and R6A/C2-3 zoning districts; and
2. A zoning text amendment to Zoning Resolution ("Zoning Resolution ("ZR") Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing ("MIH") Areas for Community District 1, Queens to establish an MIH Area coterminous with the Project Area with MIH Options 1 and 2.

In addition to the Development Site (Lot 19), the proposed project area encompasses Block 515, Lots 25, 27, 28, 29 and p/o 8, 9, 10, 11, 12, 13, 14, and 31 and Block 506, Lots 1, 3, 5, and p/o 6, and 67 (the "Project Area").

The proposed actions would facilitate a new eight-story approximately 62,761 sq. ft. mixed residential and commercial building with approximately 86 dwelling units (of which approximately 26 would be permanently affordable) and 41 accessory parking spaces at the Development Site (the "Proposed Development").

2. Background

The proposed Project Area was included within the boundaries of the DCP-initiated West Astoria Rezoning in 1989 (C 870580 ZMQ), which rezoned 43 blocks in West Astoria. Prior to the West Astoria Rezoning, the entire Project Area was located in an R6 zoning district since the enactment of the 1961 Zoning Resolution. The West Astoria Rezoning replaced this R6 district with an R6B district east of 12th Street within 150 feet of 30th Avenue, and with an R5 district east of 12th Street beyond 150 feet of 30th Avenue and west of 12th Street within the proposed Project Area. As noted above, the 2010 Astoria rezoning replaced the R5 district with R5B and R4-1 districts.

A portion of the proposed Project Area was also included within the boundaries of the DCP-initiated Astoria Rezoning in 2010 (C 100199 ZMQ, N 100200 ZRQ, effective May 25, 2010), which rezoned all or portions of 238 blocks in Astoria. The Astoria rezoning replaced an R5 district with the current R5B district on the southern portion of the Development Site and with the current R4-1 district on the triangular portion of the Project Area bounded by Welling Court and 12th Street.

On October 9, 2013, the Halletts Point Rezoning was approved (C 090484 ZMQ *et. seq.*). The Halletts Point Rezoning, located approximately 650 feet west of the proposed Project Area, sought large-scale special permits, a zoning map amendment, a zoning text amendment, a city map amendment, zoning authorizations, and a waterfront certification, to facilitate an

approximately 2.7 million square-foot mixed-use development on the western and southwestern portions of the Halletts Point peninsula. The Halletts Point project will facilitate the construction of 11 buildings ranging in height from 11 to 31 stories, and containing approximately 2.2 million square feet of residential floor area (with approximately 2,644 dwelling units, of which 483 will be permanently affordable pursuant to the voluntary inclusionary housing program); approximately 68,000 square feet of ground floor retail space; and approximately 1,400 accessory parking spaces. Five of the 11 new buildings will be constructed on the NYCHA Astoria Houses campus on the south end of the Halletts Point Peninsula. A public school and public intermediate school are also proposed on the Astoria Houses campus. The project will include an approximately 2.43-acre public waterfront esplanade along the East River, which will create a shoreline connection along the East River between Halletts Point Playground and Whitey Ford Field. To date, one building with 405 dwelling units and a supermarket, 10 Halletts Point, has been constructed on the northernmost portion of the Halletts Point property.

On November 25, 2014, approximately 1,110 feet north of the Proposed Project Area, the Astoria Cove Rezoning was approved (C 140322 ZMQ *et. seq.*). The Astoria Cove Rezoning sought special permits, a zoning map amendment, a zoning text amendment, a city map amendment, zoning authorizations, and a waterfront certification, to facilitate a new, mixed-use, predominantly residential development on an 8.7-acre site located along the western Astoria waterfront of the Halletts Point peninsula. Astoria Cove will consist of five buildings with a floor area of approximately 1.7 million square feet and approximately 1,723 residential units (335 of which will be affordable pursuant to the voluntary inclusionary housing program). Astoria Cove will also feature an approximately 54,099 square foot ground floor retail space, an elementary school, approximately 900 accessory parking spaces, and a publicly accessible waterfront open space esplanade with pedestrian walkway. To date, construction on the Astoria Cove project has not commenced

The Halletts North Rezoning is currently under certification (C 220196 ZMQ) and would change an existing M1-1 zoning district to an R7-3 and R7-3/C2-4 zoning districts bounded by the northwesterly streetline of the former 3rd Street (under current demapping action), the U.S. Pierhead and Bulkhead Line, a line 280 feet southeasterly of the former 3rd Street, and 26th Avenue. The Halletts North Rezoning is located approximately 1,700 feet north of the proposed Project Area and would permit a mixed-use, predominantly residential development containing a total of 986,137 square feet of floor area (6.0 FAR), 525 accessory parking spaces and approximately 41,604 square feet of publicly accessible open space. The proposed project would include approximately 1,400 dwelling units, approximately 350 of which will be constructed pursuant to MIH Option 1.

3. Description of the Surrounding Area

The proposed Project Area is located in the Astoria neighborhood within Queens Community District 1. The Project Area is bounded by 30th Avenue (80 ft. wide street) to the north, Welling Court (50 ft. wide street) the west, 14th Street (75 ft. wide street) to the east and 30th Road (60 ft. wide street) to the south. The surrounding zoning districts include R6B, R6A to the north, R4-1 zoning district to the east, R7A and R5B zoning districts to the south, and R4-1 and R6 zoning districts to the west.

The surrounding area is characterized by a mix of residential and light industrial and storage facilities. Areas to the south, east, and west of the Project Area are generally residential, with two- and three-story attached and semi-detached buildings. Areas to the north of 30th Avenue contain a wide variety of building types and uses, including one-and two-story industrial or commercial buildings, automobile-related services, open parking, detached one- and two-family dwellings, and four- to five-story apartment buildings.

A large community facility use, PS 171, is located one block east of the Project Area on the western half of the block bounded by 14th Street, 30th Avenue, 21st Street, and 29th Street. Directly east of PS 171 is Van Alst Playground, a 1.03-acre park owned and operated by the New York City Department of Parks and Recreation ("DPR"). Two Coves Community Garden, owned by DPR, is located to the northwest of the site and occupies the entirety of Block 508, a small, triangular block bounded by 30th Avenue, Main Avenue, Astoria Boulevard, and 8th Street. Hallets Cove Playground a 5.84-acre park owned and operated by DPR, is located two blocks to the west of the Project Area. The NYCHA Astoria Houses, consisting of 22 six- and seven-story apartment buildings with approximately 1,100 dwelling units, is located directly adjacent to Hallets Cove Playground.

As noted above, the Halletts Point developments and Astoria Cove Developments are currently proposed near the Surrounding Area. Active residential construction projects within the Surrounding Area include: 30-07 Vernon Boulevard (7-story, 67 dwelling units), 11-12 30th Avenue (8-story, 266 dwelling units), 11-25 30th Drive (8-story, 151 dwelling units), 11-37 31st Avenue (8-story, 117 dwelling units), and 10 Halletts Point (22-story, 405 dwelling units).

The existing zoning districts in the surrounding area include:

R6B

A portion of the Project Area is located within a large R6B zoning district generally mapped to the northeast and east of the Project Area, along 14th Street and 31st Avenue to the east and southeast of the Project Area, and along Astoria Boulevard and 18th Street to the northeast. R6B zoning districts permit residential and community facility uses with a maximum FAR of 2.0. Above a base height of 30 to 40 feet (45 feet with a Qualifying Ground Floor ("QGF")), the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to a maximum height of 50 feet (55 feet with QGF). Off-street parking is required for 50 percent of dwelling units, and the requirement is waived if five spaces or fewer are required.

R5B

A portion of the Project Area is located within an R5B zoning district mapped to the south and southwest of the Project Area. A second R5B district is mapped 100 feet north of Astoria Boulevard, north of the Project Area. R5B zoning districts permit all types of residences in all building types—detached, semi-detached, attached and zero lot line—at an FAR of 1.35, and community facilities with an FAR of 2.00. R5B districts have a maximum street wall height of 30 feet and a maximum building height of 33 feet. Off street parking is required for 66 percent of dwelling units.

R4-1

A portion of the Project Area in Block 506 is located within an R4-1 district mapped over a portion of Block 506. Another R4-1 zoning district is mapped to the east of the Project Area, in the mid-block portion of Block 536. R4-1 zoning districts permit single- and two-family, detached or semi-detached residences with an FAR of 0.75, and community facilities with an FAR of 2.00. R4-1 districts have a maximum perimeter wall height of 25 feet and a maximum building height of 35 feet. One parking space is required for each dwelling unit.

R6A

An R6A district is mapped to the immediate west of the Project Area generally bounded by Vernon Boulevard to the west, a line 100 feet north of Astoria Boulevard to the north, and Welling Court to the south and east. R6A zoning districts permit residential and community facility uses with a maximum FAR of 3.0. Above a base height of 40 to 60 feet (65 feet with QGF), buildings must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to a maximum height of 70 feet (75 feet with QGF). Off street parking is required for 50 percent of dwelling units, and the requirement is waived if five spaces or fewer are required.

R4

A small R4 district is mapped midblock to the southeast of the Project Area, beyond 14th Street. R4 districts allow all types of housing at an FAR of 0.75, plus an attic allowance of up to 20 percent. Community facilities are permitted with an FAR of 2.0. The perimeter wall may rise to a height of 25 feet before being set back to a maximum height of 35 feet. One off-street parking space is required for each dwelling unit.

R6

There is a large R6 district mapped to the west of the Project Area, west of Vernon Boulevard. R6 districts allow all housing types at a maximum FAR of up to 2.43 and a maximum FAR of up to 4.8 for buildings containing certain community facility uses. R6 is a height factor district where residential and community facility uses are permitted with no fixed height limits and building envelopes are regulated by a sky exposure plane and open space ratio after a maximum base height of 60 feet. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. In R6 districts, if five spaces or fewer are required, the off-street parking requirement is waived.

R7A

A small portion of the surrounding area is located in an R7A district to the west and southwest of the Project Area that fronts on Vernon Boulevard. R7A zoning districts permit residential and community facility uses with a maximum FAR of 4.0. Above a base height of 40 to 65 feet (75 feet with QGF), buildings must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to a maximum height of 80 feet (85 feet

with QGF). Off street parking is required for 50 percent of dwelling units, and the requirement is waived if fifteen spaces or fewer are required.

C1-3, C1-4, and C2-3 Commercial Overlays

C2-3 commercial overlays are mapped within the R6A and R6B districts along Main Avenue and Astoria Boulevard to the north of the Project Area. C1-3 commercial overlays are mapped to the west of the Project Area within the R6A and R7A districts along Vernon Boulevard, and to the south of the Project Area within the R6B district along portions of 14th Street. A C1-4 district is located to the northwest of the Project Area along the prolongation of Astoria Boulevard within the NYCHA Astoria Houses development.

C1-3 and C1-4 districts permit the development of Use Group 6 local retail uses with a maximum commercial FAR of 2.0. C2-3 overlays permit an expanded range of service uses including Use Groups 7, 8, 9, and 14. Commercial uses must be located below residential uses in mixed buildings. The parking requirement for general retail and service uses in C1-3 and C2-3 districts is one accessory off-street parking space per 400 sq. ft. of floor area, and in C1-4 districts is one space per 1,000 square feet. A parking waiver is available if the required parking is less than 25 spaces in the C1-3 and C2-3 districts, and 40 spaces in the C1-4 district.

The Project Area is well served by public transit with options for MTA subway and bus service and NYC Ferry service. The 30th Avenue subway station with N and W line service is located approximately 8 blocks east of the Project Area. The Q18 and Q102 bus lines run along 30th Avenue with a stop directly in front of the Project Area. The Q19 bus line runs along Maine Avenue/Astoria Boulevard. The Q103 bus line runs along Vernon Boulevard, and the Q69 bus line runs along 21st Street. The Astoria stop of the Astoria route of the NYC Ferry, with service to Roosevelt Island, Long Island City, East 34th Street, and Wall Street/Pier 11, is located approximately three blocks to the west of the Project Area. The Project Area is within the Transit Zone, where reduced parking provisions apply for developments that contain income-restricted housing.

Additionally, many streets have dedicated and shared bicycle lanes including Vernon Boulevard, 8th Street, 12th Street, 27th Avenue, and 31st Street. There are six Citi Bike stations in the Surrounding Area on 27th Avenue adjacent to the Astoria Houses; 27th Avenue and 9th Street, 30th Avenue and the Van Last Playground; Vernon Boulevard at 30th Road; Vernon Avenue south of 31st Avenue; and 31st avenue and 13th Street.

The Project Area is within the Coastal Zone, and Block 506 of the Project Area is within a FRESH Program area that provides discretionary tax incentives.

The Surrounding Area includes the Welling Court Mural Project, a community-based art project. The artist-driven effort started in December 2009 to improve the visual character of the neighborhood (as are many one-story manufacturing buildings within the area). There are now over 140 murals on the building facades, security gates, and on construction and property fences. The content of the murals changes roughly on a yearly basis.

4. Description of the Proposed Project Area

The proposed Project Area consists of Block 515, Lots 19, 25, 27, 28, 29, and p/o 8, 9, 10,

11, 12, 13, 14, and 31 and Block 506, Lots 1, 3, 5, and p/o 6 and 67. The Project Area is bounded generally by 30th Avenue to the north, a line 100 feet west of 14th Street to the east, a line approximately 200 feet between 30th Avenue and 30th Road to the south, and Welling Court to the west. The Project Area, located within R4-1, R5B, and R6B zoning districts, includes a mix of single- and multifamily housing. Several lots within the Project Area contain manufacturing and auto-related uses that are not permitted under the applicable residential zoning districts.

Lots 25, 27, 28, 29, 31, and the majority of Lot 19 are located within an existing R6B district that extend 150 feet south from 30th Avenue in Block 515. Block 515 Lots 8, 9, 10, 11, 12, 13, 14, 31, and part of 19 are located in an existing R5B district. The lots within Block 506 are located in an existing R4-1 district that encompasses the eastern portion of Block 506.

The Development Site

The Development Site, 30-11 12th Street (Block 515, Lot 19) is controlled by the Applicant and has approximately 17,300 square feet of lot area. The Development Site is currently vacant but formally contained one- and three-story factory and office buildings.

Non-Applicant Controlled Sites

Block 515, Lot 25 (12-10 30th Avenue) is an approximately 4,988 sq. ft. lot improved with a 2-story, approximately 6,000 sq. ft. (1.2 FAR) steel contractor's building.

Block 515, Lot 27 is an approximately 2,523 sq. ft. parking lot.

Block 515, Lot 28 (12-14 30th Avenue) is an approximately 2,505 sq. ft. lot improved with a 1-story, approximately 2,450 sq. ft. (0.98 FAR) Auto-body store.

Block 515, Lot 29 (12-16 30th Avenue) is an approximately 7,400 sq. ft. vacant lot.

Block 515, Lot 8 (12-27 30th Road) is an approximately 3,200 sq. ft. lot improved with a 2-story, approximately 3,303 sq. ft. (0.97 FAR) 2-family building.

Block 515, Lot 9 (12-23 30th Road) is an approximately 3,200 sq. ft. lot improved with a 2-story approximately 2,440 sq. ft. (0.76 FAR) multi-family dwelling

Block 515, Lot 10 (12-21 30th Road) is an approximately 3,200 sq. ft. lot improved with a 2-story approximately 2,440 sq. ft. (0.76 FAR) multi-family dwelling

Block 515, Lot 11 (12-19 30th Road) is an approximately 3,308 sq. ft. 2-story approximately 2,440 sq. ft. (0.74 FAR) three-family walk-up building.

Block 515, Lot 12 (12-17 30th Road) is an approximately 3,373 sq. ft. 2-story approximately 2,440 sq. ft. (0.72 FAR) three-family walk-up building.

Block 515, Lot 13 (12-15 30th Road) is an approximately 3,684 sq. ft. 2-story approximately 2,440 sq. ft. (0.66 FAR) three-family walk-up building.

Block 515, Lot 14 (12-11 30th Road) is an approximately 3,684 sq. ft. 2-story approximately

2,440 sq. ft. (0.66 FAR) three-family walk-up building.

Block 515, Lot 31 (12-26 30th Avenue) is an approximately 13,575 sq. ft. 5-story approximately 2,440 sq. ft. (2.9 FAR) multi-family elevator building.

Block 506, Lot 1 (30-02 12th Street) is an approximately 6,574 sq. ft. lot improved with a 1-story 6,160 sq. ft. (0.94 FAR) auto-body building.

Block 506, Lot 3 is an approximately 1,535 sq. ft. parking lot.

Block 506, Lot 5 (30-18 12th Street) is an approximately 2,125 sq. ft. lot improved with a 2-story, approximately 2,200 sq. ft. (1.04 FAR) two-family dwelling.

Block 506, Lot 6 (30-20 12th Street) is an approximately 2,425 sq. ft. lot improved with a 2-story approximately 2,200 sq. ft. (0.91 FAR) two-family dwelling.

Block 506, Lot 67 (11-58 Welling Court) is an approximately 3,700 sq. ft. lot improved with a 1-story, approximately 1,388 sq. ft. (0.38 FAR) one-family dwelling.

5. Description of Proposed Development Site

The proposed Development Site is an irregular corner lot of approximately 12,742 square feet (Block 515, Lot 19). It has approximately 199.24 feet of frontage on 12th Street (60 ft. wide street) and 50 feet of frontage on 30th Avenue (80 ft. wide street). The Development Site is currently vacant and formerly was improved with a one- and three-story factory and office building. Former uses of the Development Site include private garages and an auto repair shop as well as a dairy manufacturer of ice cream and frozen desserts. There are four curb cuts at the Development Site, three along 12th Street and one along 30th Avenue.

6. Description of the Proposed Development

The Proposed Development is an eight-story and cellar mixed-use residential and commercial building developed pursuant to the Quality Housing regulations. The proposed building would contain approximately 62,761 sq. ft. of floor area with an FAR of 3.6 and a maximum height of 85 feet (with a 10 ft. setback at the 7th floor). The upper floors of the building would contain approximately 58,172 square feet of residential floor area with 86 dwelling units, with approximately 4,589 square feet of retail floor area on the ground floor and 3,205 square feet of retail storage in the cellar. The proposed building would contain approximate 41 attended parking spaces, 30 spaces for residential uses and 11 spaces for commercial uses. A 12 foot curb cut to access the parking would be provided along 12th Street.

The Applicant plans to pursue MIH Option 2 and provide 30 percent of the residential floor area as affordable housing at an average of 80 percent of AMI, resulting in approximately 26 permanently affordable units.

7. Actions Necessary to Facilitate the Project

The actions necessary to facilitate the proposal are: 1) zoning map amendments to change the existing R6B, R5B, and R4-1 zoning districts mapped within the Project Area to R6A and a

C2-3 commercial overlay to a depth of 150 feet from 30th Avenue within the Project Area; and 2) a zoning text amendment to ZR Appendix F to establish an MIH Area within the Project Area with MIH Options 1 and 2.

Proposed Zoning Map Amendment

The proposed R6A zoning district would allow medium-density apartment buildings at a maximum FAR of 3.6 for developments that provide affordable housing pursuant to the MIH program requirements. The Applicant proposes this development to extend the existing R6A district in an underutilized area to permit buildings consistent with nearby contexts and recent development trends, as well as bring existing commercial uses along 30th Avenue into conformance.

Mapping the proposed R6A and R6A/C2-3 zoning districts would further the City's goals by promoting development on underutilized property proximate to an existing residential community and public transit that is undergoing a substantial rise in the price of housing related to an inadequate supply of housing to meet the current demand. Mapping an R6A district in this area provides opportunities for medium density housing development under the MIH program. The proposed R6A district is consistent with the goals of the Astoria Rezoning, which mapped the area immediately to the west of the Project Area with an R6A zoning district. The Project Area presents a similar opportunity for new transit-oriented housing development, including affordable housing, on underutilized property, consistent with the City's Housing New York: A Five-Borough, Ten-Year Plan.

According to the 2020 Census Data, total population grew by 15.1% in the local Census Tracts encompassing the Project Area, Queens 79 and 81. The proposed development would add 86 new housing units to help meet the demand. Additionally, approximately 26 permanently affordable housing units would be added to the neighborhood where the cost of housing has been rising rapidly. According to the Furman Center's State of New York Housing and Neighborhoods in 2021, the median monthly rent in Community District 1 has risen from $1,350 in 2006 to $1,870 in 2019 as the demand for housing has placed upward pressure on the supply of housing. The overall rental vacancy rate in Astoria was 1.8% in 2019.

The current R6B, R5B and R4-1 zoning districts' low FAR limits, high parking requirements, and limited heights prevent redevelopment or enlargement in the transit and amenity rich neighborhood. The R6A zoning district will facilitate the development that reflects the medium density context of the surrounding neighborhood. Increased density is appropriate within the Project Area given the unique location at the intersection of three streets, including 30th Avenue, a major, 80-ft wide thoroughfare, and its proximity to transit, including the Astoria stop of the NYC Ferry. The proposed R6A district on Block 506 would bring at least three buildings (Lots 1,5, and 6) into compliance. The zoning map change will increase the permitted density and height in the Project Area and will facilitate housing, including permanently affordable housing in an area well served by transit.

The proposed C2-3 district permits Use Groups 5 through 9 and 14 to allow commercial development with up to 2.0 FAR. The C2-3 overlay would permit the development of ground floor commercial uses to provide access to local retail and services, activate the streetscape, and strengthen the character of 30th Avenue as a mixed-use corridor. C2-3 districts are mapped across the street on Block 513 and along Astoria Boulevard. Mapping a C2-3 overlay

would provide additional local retail space for the community and would bring existing commercial uses located within residential districts in the Project Area into conformance

Proposed Text Amendment

The proposed text amendment of ZR Appendix F is necessary to establish an MIH Area, which would require new developments to set aside 25-30 percent of the residential floor area for affordable housing units. MIH Option 1 requires an affordable housing set aside of 25 percent of the residential floor area at an average of 60 percent of AMI with 10 percent at 40 percent AMI. MIH Option 2 requires an affordable housing set aside of 30 percent of the residential floor area at an average of 80 percent AMI. The Applicant proposes mapping both MIH Option 1 and Option 2 within the Project Area to provide maximum flexibility for non-Applicant controlled sites. The Applicant seeks Option 2 for the Development Site, resulting in approximately 26 permanently affordable units. The proposed affordable housing set asides would ensure that development within the Project Area would address the need for low-income housing.

8. Conclusion

As discussed above, the Applicant proposes zoning map and text amendments to facilitate the development of a new eight-story residential and commercial building with approximately 86 dwelling units and 41 accessory parking spaces in Astoria within Queens Community District 1. The proposed zoning map amendment from R6B, R5B, and R4-1 districts to R6A/C2-3 and R6A districts would permit increased residential development on underutilized sites within the Project Area. The proposed text amendment to ZR Appendix F establishes the Project Area as an MIH Area.

The proposed actions directly address the City's Housing New York: A Five-Borough, Ten-Year Plan objectives by facilitating this development, which would create approximately 86 new housing units and 26 new permanently affordable housing units, and the rezoning would provide new opportunities for housing development, including mandatory affordable housing within the Transit Zone.