14-10 BEACH CHANNEL DRIVE REZONING
14-10 BEACH CHANNEL DRIVE AND 21-22 – 21-08 NAMEOKE AVENUE, QUEENS
JULY 13, 2025

1. INTRODUCTION

14-10 Beach LLC (the "Applicant") proposes the following actions (the "Proposed Actions"):

1. Zoning Map Amendment to change an existing R5 zoning district to R6A/C2-4 and R6A zoning districts on a portion of Queens Block 15525, Lots 1, 51, 49, 47, 44 and 40 (the "Proposed Project Area") in the Far Rockaway neighborhood of Queens Community District 14; and

2. Zoning Text Amendment to amend ZR Appendix F – Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas for Queens Community District 14 to designate a Mandatory Inclusionary Housing ("MIH") Area with MIH Options 1 and 2 conterminous with the Proposed Project Area.

The Proposed Actions will facilitate the development of a new seven-story plus cellar mixed-use commercial, community facility and residential building with approximately 110,078 square feet of floor area (3.85 FAR) (the "Proposed Development") at 14-10 Beach Channel Drive, Block 15525, Lots 1 and 51 (the "Proposed Development Site"). The Proposed Development will include approximately 118 dwelling units, including approximately 30 permanently affordable dwelling units pursuant to MIH Option 1.

2. BACKGROUND

The Proposed Project Area was initially mapped with an R5 zoning district in 1961 and has remained.

The Downtown Far Rockaway Rezoning (C 170243 ZMQ, effective September 2017) was an application by the NYC Economic Development Corporation which requested a series of land use actions, including a zoning map amendment, which sought to facilitate the Downtown Far Rockaway Development Plan aimed to support new, mixed-use development and the development of permanently affordable housing, to ensure that new development blends into the existing neighborhood fabric, and to re-establish Downtown Far Rockaway as the commercial and transportation hub of the Rockaway peninsula. To that end, it rezoned areas around the A train terminus to R6A and R7-1 zoning districts, subject to Special District-imposed controls. The rezoning would ultimately result in up to 3,123 units of mixed-income housing, 240,000 square feet of new commercial and community facility space and 30,000 square feet of publicly accessible open space in Queens Community District 14.

The Bayswater Rezoning (C 060259 ZMQ, effective April 26, 2006) was an application by the Department of City Planning to address subdivision issues and out-of-character residential development in a portion of the Bayswater and Far Rockaway neighborhoods of Queens Community District 14. The zoning map amendments rezoned all or parts of existing R2, R3-2, R4, and R5 zones to R1-2, R3A, R3X, R4A, and R4-1.

3. DESCRIPTION OF SURROUNDING AREA

The Proposed Project Area is located in Far Rockaway neighborhood of Queens Community District 14.

<u>Zoning</u>
The existing zoning districts in the surrounding area include:

<u>R3X</u>
R3X zoning districts are contextual districts mapped in lower-density neighborhoods and

permit one- and two-family detached houses. Within an R3X zoning district, community facility uses are permitted up to 1.0 FAR. R3X zoning districts permit a maximum residential FAR of 0.75 for standard zoning lots or 1.0 for qualifying residential sites and a maximum height of 35 feet. Required parking regulations will vary depending on the dwelling type, date of issued Certificate of Occupancy, and location within or beyond the Greater Transit Zone. Parking is either reduced or not required for ancillary dwelling units, qualifying affordable housing or qualifying senior housing.

R5

The Proposed Project Area is within an R5 zoning district, established in 1961, which extends beyond the Proposed Project Area generally to the north and south. R5 zoning districts typically produce three-and four-story attached houses and small apartment buildings and provide a transition between lower- and higher-density neighborhoods. R5 districts permit a maximum residential FAR of 1.5 for standard zoning lots or 2.0 for qualifying residential sites, a maximum base height before setback of 35 feet and a maximum building height of 45 feet or 55 feet for qualifying residential sites. Required parking regulations will vary depending on the dwelling type, date of issued Certificate of Occupancy, and location within or beyond the Greater Transit Zone. Parking is either reduced or not required for ancillary dwelling units, qualifying affordable housing or qualifying senior housing.

R6

R6 districts are residential districts which are widely mapped in built-up, medium-density areas. Developers can choose between two sets of bulk regulations. Height factor regulations, introduced in 1961, typically produce small multi-family buildings on small zoning lots and on larger lots, tall buildings that are set back from the street. Quality Housing regulations, introduced in 1987, typically produce high lot coverage buildings within height limits that often reflect the scale of older, pre-1961 apartment buildings in the neighborhood. Within an R6 zoning district community facility uses are permitted up to 4.8 FAR. Under height factor regulations, the residential FAR ranges from 0.78 to 2.43. There are no height limits for height factor buildings, although they must be set within a sky exposure plane which begins at a height of 60 feet above the street line and then slopes inward over the zoning lot. The Quality Housing regulations produce high lot coverage buildings set at or near the street line. For buildings on or within 100 feet of a wide street, the maximum FAR is 3.0 or 3.9 with qualifying affordable housing or qualifying senior housing, the maximum base height before setback is 65 feet, with a maximum building height of 75 feet or 95 feet with qualifying affordable housing or qualifying senior housing or 125 feet if utilizing eligible site provisions. On a narrow street, the maximum FAR is 2.2 or 3.9 with qualifying affordable housing or qualifying senior housing, the maximum base height before setback is 45 feet or 65 feet qualifying affordable housing or qualifying senior housing, with a maximum building height of 55 feet or 85 feet with qualifying affordable housing or qualifying senior housing or 125 feet if utilizing eligible site provisions. Required parking regulations will vary depending on the dwelling type, date of issued Certificate of Occupancy, and location within or beyond the Greater Transit Zone. Parking is either reduced or not required for ancillary dwelling units, qualifying affordable housing or qualifying senior housing.

R7-1

R7-1 districts are medium-density apartment house districts. The height factor regulations for R7-1 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. Within an R7-1 zoning district, community facility uses are permitted up to 4.8 FAR. Under height factor regulations, the maximum permitted residential FAR is 3.44. There are no height limits for height factor buildings, although they must be set within a sky exposure plane which begins at a height of 60 feet above the street line and then slopes inward over the zoning lot. The Quality Housing regulations produce high lot coverage buildings set at or near the street line. For buildings on or within 100 feet of a wide street, the maximum FAR is 4.0 or 5.01 with qualifying affordable housing or qualifying senior housing, the maximum base height before setback is 75 feet or 85 feet with qualifying affordable housing or qualifying senior housing, with a maximum building height of 85 feet or 115 feet with qualifying affordable housing or qualifying senior housing or 155 feet if utilizing eligible site provisions. On a narrow street, the maximum FAR is 3.44 or 5.01 with qualifying affordable housing or qualifying senior

housing, the maximum base height before setback is 65 feet, with a maximum building height of 75 feet or 115 feet with qualifying affordable housing or qualifying senior housing or 155 feet if utilizing eligible site provisions. Required parking regulations will vary depending on the dwelling type, date of issued Certificate of Occupancy, and location within or beyond the Greater Transit Zone. Parking is either reduced or not required for ancillary dwelling units, qualifying affordable housing or qualifying senior housing.

M1-1
M1-1 zoning districts permit light industrial uses, such as woodworking shops, repair shops, wholesale service, storage facilities, limited community facility uses, and commercial uses. Residential use is not permitted in M1-1 zoning districts. Within an M1-1 zoning district the maximum FAR is 1.0 for permitted manufacturing and commercial uses and 2.4 for permitted community facility uses. Required parking may be determined depending on square footage, person-rated capacity or the number of employees as required by the use group and applicable Parking Requirement Category (PRC) and may be waived if fewer than 15 spaces are required.

C1-2 & C2-4
C1-2 and C2-4 districts are commercial overlay districts mapped within residential districts. These districts are mapped along streets that serve local retail needs and found throughout lower- and medium-density areas and occasionally in higher-density districts. Typical retail uses include grocery stores, restaurants and salons. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services. When mapped in R1 – R3 districts, the maximum commercial FAR is 1.0 with 1.6 FAR permitted when mapped in an R3-2 district. When mapped in R4 – R10 districts, the maximum commercial FAR is 2.0. Commercial buildings are subject to commercial bulk regulations. Parking requirements depend on the specific use.

Special District
The Proposed Project Area is located just west across Redfern Avenue from the Special Downtown Far Rockaway District (DFR) and DFR Subdistrict A.

FRESH
The Proposed Project Area is located in a FRESH zone allowing zoning and discretionary tax incentives. The FRESH food stores program supports convenient, accessible grocery stores in underserved neighborhoods.

Coastal Zone Boundary
The Proposed Project Area is located within the Coastal Zone Boundary, partially within the 100-year and partially within the 500-year flood plain according to the 2015 PFIRM FEMA maps.

Land Uses
The existing land uses within the surrounding area consist of one-, two- and multi-family residences, mixed-use commercial and residential buildings, industrial buildings and community facilities, including several houses of worship.

Located generally to the north, south, west and east of the Proposed Project Area, within the R5 and R3X zoning districts, are two- and three-story, one-, two- and multi-family residential buildings. There are also one- and three-story mixed-use commercial and residential buildings, one-story community facilities, one-story transportation/utility buildings and several vacant lots or parking lots. The subject block includes a bodega, a car dealership, a church and residences. Just north of the subject block, is the New York City Housing Authority's Redfern Housing campus located on a 2 million+ square foot lot (Block 15501, Lot 2), including approximately 604 residential units in nine, six- and seven-story buildings. A one-story commercial building complex (including a general store, hair salon, pharmacy, money transferring center, restaurants, laundromat and doctor's office) is located further northwest of the Proposed Project Area on Block 15650.

Located to the east of the Proposed Project Area, within the R6/C2-4 zoning district, is a new nine-story residential building currently under construction at 20-50 Nameoke Avenue (Block 15529, Lot 10). The Far Rockaway Long Island Railroad (LIRR) stop is located in the midblock, with entrance along Nameoke Avenue. Surface parking is also included for the LIRR station, running

north through the midblock and within the adjacent M1-1 zoning district.

The M1-1 zoning district to the northeast of the Proposed Project Area is improved with a series of one-story commercial and industrial buildings, including a construction company, a packing group, a shipping company, an interior design company and a mini market fronting along Redfern and Brunswick avenues. LIRR surface parking runs through the midblock, running parallel with the train tracks.

Located to the southeast of the Proposed Project Area, and running south along Redfern Avenue, within the R7-1/C2-4 district and DFR, is a series of vacant lots currently under construction, or newly constructed, with residential and commercial developments. A new 12-story mixed-use development is under construction at 16-25 Redfern Avenue (Block 15537, Lot 65). The Rockaway Village Apartments (Block 15537, Lot 7501) includes five buildings ranging between 10- and 12-stories with a total of 1,693 affordable housing units.

Mass Transit
The Proposed Project Area is well served by public transportation including commuter rail service, bus and subway. The terminal station of the LIRR's Far Rockaway branch is located just 200 feet east of the Proposed Project Area along Nameoke Avenue. The station serves the Far Rockaway Branch line, which runs through Nassau County (Long Island), Queens, and ending at Atlantic Terminal, Brooklyn. The Q114 bus stops on Beach Channel Drive, with a northbound stop just across Nameoke Street and a southbound stop directly across Beach Channel Drive from the Proposed Project Area, and runs from Downtown Far Rockaway to Jamaica via Guy R Brewer Boulevard. The Far Rockaway – Mott Avenue subway stop, serving the A train, is located just south of the surrounding area (within 1/3 of a mile from the Proposed Project Area) at Mott Avenue and Beach Channel Drive.

4. DESCRIPTION OF THE PROPOSED PROJECT AREA

The Proposed Project Area consists of Block 15525, Lots 1, 51, 49, 47, 44 and 40. The Proposed Project Area is located on the southern portion of Block 15525, a triangular shaped block bounded by Beach Channel Drive to the west, Nameoke Avenue to the south and Hassock Street to the north.

The Proposed Project Area fronts on Beach Channel Drive, one of the Rockaways major thoroughfares. Because of its importance, it is one of the streets undergoing renovation as part of the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project. This Department of Transportation project commenced in 2015 and is currently underway. It will provide a safer, more inviting pedestrian experience while employing sustainable, energy-efficient and visually appealing street design elements. It will include full street reconstruction in conjunction with new storm and sanitary sewers, new curbs, sidewalks and expanded pedestrian spaces and better connect the Proposed Project Area to the downtown.

The Proposed Project Area is approximately 48,651 square feet and is improved as follows:

14-10 Beach Channel Drive (Block 15525, Lots 1 and 51, the "Proposed Development Site"), has a combined lot area of approximately 28,625 square feet. Lot 1 contains two buildings, a one-story car dealership and a one-story house of worship with a total of approximately 3,888 square feet of floor area (0.14 FAR). Lot 51 is a vacant lot.

21-22 Nameoke Avenue (Block 15525, Lot 49) has a lot area of approximately 4,999 square feet and is improved with a two-story, multi-family residential building with approximately 2,568 square feet of floor area (0.51 FAR) and three dwelling units.

21-18 Nameoke Avenue (Block 15525, Lot 47) has a lot area of approximately 4,999 square feet and is improved with a two-story, two-family residential building with approximately 2,382 square feet of floor area (0.48 FAR) and two dwelling units.

21-12 Nameoke Avenue (Block 15525, Lot 44) has a lot area of approximately 5,062 square feet and is improved with two-story, mixed-use building with approximately 1,600 square feet

of floor area (0.32 FAR) with a ground floor house of worship and two dwelling units.

21-08 Nameoke Avenue (Block 15525, Lot 40) has a lot area of approximately 4,968 square feet and is improved with a two-story, multi-family residential building with approximately 2,500 square feet of floor area (0.50 FAR) and four dwelling units.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT SITE

The Proposed Development Site consists of 14-10 Beach Channel Drive (Block 15525, Lots 1 and 51, the "Proposed Development Site") and is controlled by the Applicant. The Proposed Development Site is located at the intersection of Beach Channel Drive (80-foot wide street) and Nameoke Avenue (50-foot narrow street), with 175 feet of frontage on Beach Channel Drive, 185 feet of frontage Nameoke Avenue and a total combined lot area of 28,625 square feet. Lot 1 contains two buildings, a one-story car dealership and a one-story house of worship with a total of approximately 3,888 square feet of floor area (4.95 FAR). Lot 51 is a vacant lot primarily used for parking.

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Development at the Proposed Development Site is a new seven-story plus cellar, mixed-use residential, commercial and community facility building. The Proposed Development will have a total floor area of approximately 110,078 square feet (3.85 FAR) and will include approximately 118 residential units (20 studios, 89 one-bedroom and 9 two-bedroom), including approximately 30 permanently affordable housing units pursuant to MIH Option 1.

The cellar and ground floor levels will contain a total of 81 parking spaces. The cellar and enclosed grand floor parking spaces will be accessed by a curb cut along Nameoke Avenue. While the unenclosed ground floor parking spaces may be accessed by a curb cut along Nameoke Avenue or a curb cut along Beach Chanell Drive leading to parking spaces located within 36' and 39'rear yard areas. The ground floor will contain an approximately 4,881 square foot commercial space, an approximately 4,440 square foot community facility space (house of worship for the Glory Light Tabernacle congregation currently located at the Proposed Development Site), the residential lobby and storage rooms. The second through seventh floors will consist of approximately 118 residential units. The roof will consist of recreation space. The Proposed Development will have a street wall height of six stories/65'-0" and will setback 15'-0" at the seventh floor before rising to a total height of 77'-6".

The Proposed Development will contain resiliency measures including elevation of all habitable spaces above the design flood elevation, dry floodproofing of the ground floor and the installation of flood gates.

7. ACTIONS NECESSARY TO FACILITATE THE PROJECT

The actions necessary to facilitate the project are: 1) a zoning map amendment to map R6A/C2-4 and R6A zoning districts within the Proposed Project Area, and 2) a text amendment of ZR Appendix F – Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas for Queens Community District 14 to establish an MIH Area coterminous with the Proposed Project Area.

<u>Zoning Map Amendment to R6A/C2-4 and R6A Zoning Districts</u>
The Proposed Project Area has been zoned R5 since 1961. The Proposed Project Area is well suited for additional residential development due to its proximity to transit and its location within an existing residential community supported by nearby commercial and institutional uses.

The proposed R6A zoning district is appropriate within the Proposed Project Area. R6A zoning districts are contextual residential districts where the Quality Housing bulk regulations are mandatory. Within an R6A zoning district, community facility and residential uses are permitted up to a 3.0 FAR or 3.9 FAR with qualifying affordable housing or qualifying senior housing.

Above a maximum base height of 65 feet a 10-foot setback is required on a wide street and a 15-foot setback is required on a narrow street before rising to a maximum height of 75 feet or 95 feet with qualifying affordable housing or qualifying senior housing. Required parking will vary depending on the dwelling type, date of issued Certificate of Occupancy, and location within or beyond the Greater Transit Zone. Parking is either reduced or not required for ancillary dwelling units, qualifying affordable housing or qualifying senior housing.

The proposed R6A zoning district is consistent with the scale of existing buildings located within the immediate area. These include the existing six-story Redfern Housing complex located north of the Proposed Project Area and the existing/future middle-density developments located east of the Proposed Project Area in the DFR. The proposed zoning map amendment would promote the development of medium-density, contextual housing that includes affordable housing at the Proposed Development Site, an underutilized site, that would be consistent with the scale and character of the surrounding area and would further the City's goals for Downtown Far Rockaway. It would build on the existing and planned middle-density residential community and would be supported by and support the adjacent public transit links. The Proposed Project Area is an underutilized area primarily used for parking, contains a modest low-rise building and would benefit from the development of a mixed-use commercial, community facility and residential building to help meet demand for additional housing.

The proposed rezoning would provide for the productive use of underutilized property and provide for moderate growth in a transit-accessible area.

Zoning Text Amendment to ZR Appendix F – Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas

The proposed zoning text amendment would provide the Far Rockaway neighborhood with new permanently affordable housing, which would support the City's effort to increase the overall supply of affordable housing.

The shortage of affordable housing and housing in general has been highlighted by the current administration as an urgent issue that needs addressing. *Housing New York 2.0* is an extension of the City's comprehensive housing development policy (*Housing New York: A Five-Borough, Ten-Year Plan*) that includes a primary goal of building or preserving 200,000 units of high-quality affordable housing by 2022 and 300,000 homes by 2026. *Housing New York 2.0* was developed in conjunction with the New York City Department of Housing and Preservation (HPD) to create housing opportunities for New Yorkers with a range of incomes, while fostering vibrant and diverse neighborhoods. Framed by the policy goals and objectives in *Housing New York*, the City Council adopted an amendment to the ZR to establish the Mandatory Inclusionary Housing program, which requires areas rezoned for residential growth to include a minimum of 20 to 30 percent of dwelling units be affordable in new developments.

The proposed zoning text amendment to ZR Appendix F will support the policies and goals of *Housing New York 2.0* by creating permanently affordable dwelling units within the Proposed Development, will permit the applicant to develop the Proposed Development Site in accordance with the MIH program and will ensure that any future residential development at the Proposed Project Area will address the need for housing to serve a broad range of the City's diverse incomes. The applicant proposes mapping MIH Options 1 and 2 within the Proposed Project Area to provide maximum flexibility for non-applicant-controlled sites. Option 1 requires 25% of residential floor area to be set aside for affordable housing units for residents with incomes averaging 60% AMI, with a minimum of 10% of housing to be affordable at 40% AMI. Option 2 requires 30% of residential floor area to be set aside for affordable housing units for residents with incomes averaging 80% AMI. The Proposed Development currently contemplates providing approximately 30 affordable housing units pursuant to Option 1 of the MIH program. The applicant will seek additional input from Queens Community Board 14 and the local City Council Member regarding the level of affordability for the Proposed Development.

8. CONCLUSION

The Applicant proposes a zoning map amendment to rezone the Proposed Project Area from an R5 zoning district to R6A/C2-4 and R6A zoning districts. The proposed zoning map amendment

will facilitate the development of a new six-story, plus cellar mixed-use residential, commercial and community facility building with approximately 118 dwelling units. The applicant also proposes a zoning text amendment to amend ZR Appendix F – Mandatory Inclusionary Housing Areas and former Inclusionary Housing Designated Areas for Queens Community District 14, to designate the Proposed Project Area as an MIH Area. The proposed zoning text amendment will facilitate the development of approximately 30 permanently affordable housing units within the Proposed Development pursuant to the City's MIH program, thereby ensuring that it addresses the need for housing to serve a broad range of the City's diverse needs and incomes.