28th Avenue Rezoning

July 2026

1. Introduction

ABCDExtension LLC (the "Applicant"), owner of 28-03 – 28-05 8th Street in the Astoria neighborhood of Queens Community District (CD) 1, seeks a series of discretionary actions to facilitate a new nine-story mixed-use development at 8th Street near Astoria Boulevard. These actions include:

(1) a zoning map amendment to rezone Block 509, Lots 18, 19, 20, 21, 25, 27, 28, 29, 30, 31, 32, 33, 34, 42, and 44 from R6, R6/C1-3, R6A/C1-3, and R6A/C2-3 to R7A, R7A/C1-3 and R7A/C2-3; and

(2) a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to establish a Mandatory Inclusionary Housing (MIH) area coterminous with the area to be rezoned.

In addition to the Proposed Actions, the Applicant is pursuing a separate City Map amendment application for the elimination, discontinuance and closing of 28th Avenue, a paper street (mapped but unbuilt), from 8th Street until approximately 12th Street (the "Area to be Demapped"), which is traveling on a parallel track with this application. The Proposed Actions would facilitate a nine-story mixed-use building (the "Proposed Development") rising to 92' in height that would include approximately 102,214 zoning square feet ("zsf") and 124,285 gross square feet ("gsf"). The Proposed Development would be located on Block 509, Lot 34 and an approximately 7,500 sf portion of the 28th Avenue right-of-way (subject to the Area to be Demapped under the separate City Map amendment application; hereafter the "Development Site"), having a total combined area of 20,444 sf. The Proposed Development would contain approximately 6,162 square feet of ground-floor community facility space (including 6,162 gsf of cellar level community facility space) and approximately 96,052 zsf of residential space, with approximately 128 dwelling units, of which 25-30% would be affordable (32 to 39 units) pursuant to MIH at an average of 60-80% Area Median Income (AMI), depending on the Option selected (Options 1 or 2). No accessory parking would be provided, as the Project Area is located within the Inner Transit Zone.

In addition to the Development Site, the Proposed Actions would include Block 509, Lots 18, 19, 20, 21, 25, 27, 28, 29, 30, 31, 32, 33, 42, and 44 (the "Project Area"). This area is non-Applicant owned and not anticipated to be materially affected by the Proposed Actions.

2. Background

The Project Area is currently zoned R6, R6/C1-3, R6A/C1-3, and R6A/C2-3. The R6 and R6/C1-3 zoning districts in the area were established as part of the 1961 Zoning Resolution. That zoning remained until 1989 when the immediate area was rezoned as part of the West Astoria Rezoning (C 870580 ZMQ). The West Astoria Rezoning amended the area from R5 and R6 districts to R3-1, R4, R5, R6A, R6B, R7A, R7B and R7X with some extensions of C2-2 commercial overlays on Broadway, 21st Street and Astoria Boulevard. According to the report by the City Planning Commission (CPC), these districts were proposed to reflect current conditions in West Astoria, to prevent the construction of developments not consistent with the scale and character of the neighborhood, and to encourage new development in appropriate areas. In terms of the Project Area, this resulted in the R6A/C1-3 and R6A/C2-3 districts in the Project Area, with the former mapped around the intersection of 8th Street and Astoria Boulevard, with the latter mapped 100 feet in depth from Astoria and at least 150 feet from 8th Street.

The area to the east of the Project Area was amended under the larger Astoria Rezoning in April of 2010. This rezoning encompassed 238 blocks generally bounded by 20th Avenue to the north, Steinway Street to the east, Broadway to the south, and Vernon Boulevard and the East River to the west. The rezoning was a response to community concerns about out-of-scale development facilitated by the area's largely unchanged 1961 zoning, primarily R5 north of the Grand Central Parkway and R6 to the south, which had increasingly permitted new construction inconsistent with Astoria's prevailing built character. Lower-density contextual districts - R4, R4-1, R4B, R5B, and R5D - were introduced across the predominantly two- and three-story blocks north of the Grand Central Parkway, while R6 districts in the southern portion were largely replaced with contextual R6A and R6B districts imposing firm height limits and front wall lineup requirements. Higher-density R7A districts were mapped along 21st Street and Vernon Boulevard in conjunction with a companion zoning text amendment (N 100200 ZRQ) making those districts eligible for the Inclusionary Housing Program. Along primary commercial corridors, C4-3, C4-2A, and C4-4A districts were introduced along 31st Street, 30th Avenue, Steinway Street, and Newtown Avenue, and existing C1-3 and C2-2 overlays were broadly converted to C1-3 and C2-3 overlays with reduced depths to prevent commercial intrusion into residential midblock areas. A portion of the Project Area was amended by this rezoning, resulting in the R6A/C2-3 district along the southern end of the subject block, which was amended from R6.

The area immediately to the west of the Project Area was amended in 2013 as part of the Halletts Point project (C 090484 ZMQ), filed jointly by a private applicant and NYCHA. The rezoning encompassed six actions intended to facilitate conversion of an underutilized industrial and low-density waterfront area into a high-density mixed-use residential neighborhood. The actions rezoned existing R6 and M1-1 districts to R7-3 across the primary waterfront parcels, established R6 on former parkland near 1st Street and Astoria Boulevard transitioning out of park use, retained an M1-1 industrial buffer at the northern edge of the site, and established C1-4 commercial overlays within both the existing R6 districts along 27th Avenue and Astoria Boulevard and within the newly mapped R7-3 district to activate ground-floor retail and community facility uses along the waterfront.

Taken together, these map actions were designed to facilitate a 2.7 million square foot large-scale general development (LSGD) comprising roughly 2,400 units of market-rate and affordable housing across nine building sites, ground-floor retail and community facility uses, a new K-8 school, a 30,000 square-foot supermarket, and 100,000 square feet of publicly accessible waterfront open space (WPAA). The project ran concurrently with six related actions including special permits for LSGD bulk modifications under ZR sections 74-743 and 62-836, waterfront authorizations under ZR 62-822 for WPAA and visual corridor modifications and phased waterfront access, a zoning text amendment modifying the Inclusionary Housing, Waterfront, Fresh Food Store, and LSGD provisions of the Zoning Resolution, and a city map amendment de-mapping portions of 26th and 27th Avenues and Astoria Boulevard and establishing a reconfigured park.

Two blocks north of the Project Area, another private rezoning was approved in 2014 (C 140322 ZMQ) as part of the Astoria Cove Development. Building on the Hallets Point project, Astoria Cove sought a similar series of actions including a rezoning, LSGD, demapping and modifications to WPAA requirements. The waterfront parcels were rezoned from M1-1 to R7-3, upland parcels south of 26th Avenue were rezoned from R6 to R7A, a further portion of the upland site was rezoned from R6 to R6B to provide a lower-density contextual transition, and C2-4 commercial overlays were established across both the R7-3 and R7A districts to activate ground-floor retail uses throughout the project.

These actions were intended to facilitate 1.76 million square foot LSGD comprising approximately 1,723 dwelling units - 345 of which would be mandatory affordable under the Inclusionary Housing Program - across five mixed-use buildings ranging from 6 to 32 stories, 54,099 square-feet of ground-floor retail including a supermarket, a site conveyed to the SCA for a 60,567 SF K-5 elementary school, a 23,920 square-foot publicly accessible waterfront esplanade (WPAA) along Pot Cove, and 900 accessory parking spaces. The city map amendment established a new segment of 4th Street to the waterfront and de-mapping a portion of 8th Street.

Aside from the aforementioned actions with the CPC, no further land use actions have been approved in the 600-foot radius of the Project Area.

3. Description of the Surrounding Area

The Project Area is located west of the Hallets Point peninsula in the Astoria neighborhood of Queens Community District 1. 8th Street and Astoria Boulevard are neighborhood arterials and are both 80-feet in width (wide in the ZR). Astoria Boulevard traverses the greater Astoria neighborhood, traveling east-west, and terminates into the adjacent NYCHA Astoria Houses. 8th Street is a north-south corridor and continues as Vernon Boulevard into Long Island City to the south of Main Avenue. 30th Avenue is a block south and is another east-west neighborhood arterial with 80 feet in width (wide in the ZR). Numbered roadways (1st 3rd, 4th, 9th, 12th and 14th Streets) are generally narrow with between 40 and 60 feet in width, except for 4th Street, which is 75 feet wide (wide in the ZR). Within the subject block, 28th Avenue is a 50-foot-wide paper street that is mapped but unbuilt, extending from 8th Street to approximately 12th Street; it is not open to traffic and does not function as an active street. Blackwells Lane is a narrow, 20-foot-wide private roadway forming the eastern boundary of the subject block.

In terms of uses, the surrounding area is mixed and includes residential, commercial, automotive, community facility and some vacant parcels, as well as parkland. The area to the north and west of the surrounding area and on Hallets Point, contains legacy industrial uses that are transitioning into new residential apartment buildings, where a number of warehouses were previously present. To the west of the Project Area, across 8th Street, is the NYCHA Astoria Houses, which defines the area and extends to the waterfront with two-dozen 7-story apartment buildings, as well open space. Astoria Boulevard, the area's mixed-use arterial, contains a mix of uses, including ground-floor retail (with residences above), as well as some legacy automotive uses. Notable community facility uses in the area include schools, houses of worship, and other institutional uses. P.S. 171 Peter G. Van Alst (14-14 29th Avenue), a public elementary school, serves the area, and the Queens Public Library operates its Astoria branch at 14-01 Astoria Boulevard. Houses of worship include the Greek Orthodox Church of the Holy Protection at 26-37 27th Avenue, St. George's Episcopal Church at 14-02 27th Avenue (at 14th Street), and Iglesia de Dios Pentecostal M.I. at 26-30 18th Street. The former First Reformed Church of Astoria at 27-30 12th Street was recently destroyed by fire and has been dismantled, and the former St. Margaret Mary Roman Catholic Church at 9-16 27th Avenue (Block 510, Lot 6) is the subject of a 2026 emergency demolition filing, with a new eight-story mixed-use building containing residential and community facility uses filed on that site (DOB Job No. Q01311038). Additional community facilities include a United Cerebral Palsy health facility at 29-18 21st Street and a Masonic temple at 21-14 30th Avenue.

The area features substantial open space, including Two Coves Garden located immediately to the south, as well as Hallets Cove Playground and significant expanses between the NYCHA Astoria Houses. Hallets Cove Playground is a Department of Parks and Recreation (DPR) managed facility, providing 5.84 acres of public open space that extends from Vernon Boulevard around the southern end of Hallets Cove and the Astoria Houses. Additionally, Two Coves Community Garden, also managed by DPR, is accessible to the public on weekends and encompasses approximately 34,000 square feet. A private open space is also present adjacent St Georges Episcopal Church along 14th Street.

In terms of built form, the area contains of mix of densities. The NYCHA Astoria Houses largely define the surrounding area, with 7-story buildings present. Immediately to the north, a residential development rises 8-stories in height. Further north towards the Astoria Cove development are addition mid-rise apartment buildings that range in height between 6- and 18-stories. To the south, Vernon Boulevard and Main Avenue contain additional mid-rise residential developments in 7- and 8-stories, along with lower-rise attached residences on side streets. This pattern continues to the east on 12th and 24th Streets between Astoria Boulevard and 27th Avenue.

In terms of zoning, surrounding area encompasses R4, R4-1, R5B, R6B, R6, R6A and R7A districts. In addition, C1-4 overlays are present to the west of 8th Street, as well as a small C1-3 overlay to the north of the Project Area. Astoria Boulevard is lined with C1-2 and C2-3 overlays with C1-3 overlays lining the east side of Vernon Boulevard. The area is located in the Inner Transit Zone and residential parking is generally waived, as well as mixed-use buildings including residential uses.

An R4 district is located to the northeast of the Project Area, to the east of 9th Street and north of 27th Avenue. R4 districts allow all types of residences including multifamily residential development at a maximum FAR of 1.0, which can be increased to 1.5 FAR for Qualifying Residential Sites. A max height of 45 feet is permitted.

A small R4-1 district is located between Vernon Boulevard, 30th Road and Welling Court, to the south of the Project Area. R4-1 districts permit one- and two-family detached and semi-detached residences at a maximum FAR of 1.0 FAR - and all types of residences at 1.5 FAR on Qualifying Residential Sites. A max height of 45 feet is permitted. No accessory parking is required for residences within the Inner Transit Zone.

To the south of the R4-1 district, is an R5B district bound by Vernon Boulevard 30th Road and 30th Drive. An additional R5B district is mapped directly east of the Project Area. The R5B district permits detached and semi-detached residential buildings but is primarily a three-story rowhouse district. The maximum FAR is 1.50, which is increased to 2.0 for Qualifying Residential Sites. A

maximum height of 45 is permitted for standard sites and 55 feet for Qualifying Residential Sites. The front yard must be at least five feet deep, and it must be at least as deep as one adjacent front yard and no deeper than the other, but it need not exceed a depth of 20 feet. Attached rowhouses do not require side yards but there must be at least eight feet between the end buildings in a row and buildings on adjacent zoning lots. Curb cuts are prohibited on zoning lot frontages less than 40 feet.

An R6B district is located to the east of the Project Area at 12th Street and along Astoria Boulevard and points south. R6B is a contextual residential zoning district that predominantly produces four- and five-story buildings. Many of these are brownstone buildings are set back from the street and have small front yards. The R6B zoning district allows for a maximum FAR of 2.0 and 2.4 FAR with qualifying affordable units. A minimum base height of 30 feet is required, with a maximum base height of 45 feet and a maximum height of 55 feet. With qualifying affordable units, the maximum height can be increased to 65 feet. R6B/C2-3 districts permit 2.0 FAR for commercial use and lines Astoria Boulevard and 14th Street to the south. A small portion of this district is mapped as an MIH area

A majority of the interior of Hallets Cove is zoned R6. R6 district is a general mid-rise residential district, with a base residential FAR of with 3.0 FAR for residential use, which can be increased to 3.9 FAR with the inclusion of qualifying affordable units. Community facility uses are permitted up to 4.8 FAR. For buildings within 100 feet of wide roadways, a minimum base height of 40 feet is required, with a maximum base height of 65 feet and maximum height of 75 feet. That can be increased to 95 feet with the inclusion of qualifying affordable units. For buildings beyond 100 feet of a wide roadway, a minimum base height of 30 feet is required, with a max base height of 45 feet and a max height of 55 feet. That can be increased to a max base height of 65 feet and max height of 85 feet with qualifying affordable units. R6/C1-3 and R6/C1-4 districts permit 2.0 FAR for commercial use and are present along Astoria Boulevard and 27th Avenue.

The southern portion of the subject block of the Project Area, as well as areas to the south of Astoria Boulevard between Vernon Boulevard and 12th Street is zoned R6A. The R6A residential district allows for 3.0 FAR for residential use and 3.9 FAR with qualifying affordable units. Above a base height of 65 feet, the building must set back before rising to a maximum of 75 feet or 95 feet with qualifying affordable units. R6A/C2-3 districts permit 2.0 FAR for commercial use and line Astoria Boulevard and portions of Vernon Boulevard.

A small R7A/C1-3 district is located along Vernon Boulevard south of the prolongation of Welling Court. R7A districts are contextual districts with a maximum FAR of 4.0 or 5.01 FAR with qualifying affordable units. Above a base height of 75 feet, the building must set back at a depth of 10 feet along a wide street and 15 feet along a narrow street before rising to a maximum height

of 85 feet – or 115 feet with qualifying affordable units. Commercial uses are permitted up to 2.0 FAR.

In addition to the above zoning designations, the surrounding area is located within a Food Retail Expansion to Support Health Program (FRESH) Zone. The program encourages neighborhood grocery stores with a full range of grocery products in underserved communities via discretionary tax incentives through the NYC Industrial Development Agency (IDA). In addition, zoning incentives are available for the provision of a qualifying FRESH use.

The surrounding area is generally located in the Coastal Zone Boundary. However, the Project Area itself is located outside the formal Coastal Zone Boundary, with the area extending from the waterfront to 8th Street and beginning again after 12th Street.

As noted above, the surrounding area is located in the Inner Transit Zone. The closest subway access is located 0.8 miles away (a 15 minute walk) at 30th Avenue and 31st Street, with the N and W trains. In addition, the area is well served by bus transportation, with the Q18, Q19, Q102, and Q103 lines within a 5 minute walk. In addition, NYC Ferry's Astoria landing, located at Hallets Cove on the Hallets Point peninsula, provides ferry service within walking distance of the Project Area.

4. Description of the Proposed Project Area

The Project Area consists of all area affected by the Proposed Actions, which includes the area to be affected by the Zoning Map amendment and the MIH text amendment: Block 509, Lots 18, 19, 20, 21, 25, 27, 28, 29, 30, 31, 32, 33, 34, 42, and 44. Combined, this area encompasses approximately 52,077 square feet in current tax lot area (based on PLUTO data). The Development Site has been merged into a single tax lot (Block 509, Lot 34), as shown on the current NYC Digital Tax Map. The Project Area is bound by 8th Street to the west, Astoria Boulevard to the south, Blackwells Lane to the east and 28th Avenue to the north. 28th Avenue is a paper street that is mapped but not in use as a developed roadway, while Blackwells Lane is a 20-foot-wide private roadway.

The non-Applicant-owned lots that comprise the balance of the Project Area include the following:

- Block 509, Lot 18 (8-29 Astoria Blvd; formerly Lots 18, 19, 20, 42 and 44, which were merged pursuant to a zoning lot description recorded in 2018, CRFN 2018000070632), with an area of approximately 12,683 sf, extends from Astoria Boulevard to the southerly side of 28th Avenue along Blackwells Lane and is currently under construction with a new as-of-right residential development (DOB NB No. 421319353).

- Block 509, Lot 21 (8-23 Astoria Blvd), with a total area of 2,349 sf and 23 feet of frontage on Astoria Blvd, contains a three-story mixed residential and commercial building with 3,000 gsf of floor area (two residential units and ground-floor retail space).
- Block 509, Lot 25 (8-13 Astoria Blvd), with a total area of approximately 11,106 sf and 111 feet of frontage on Astoria Blvd, contains a three-story medical facility building with 23,310 gsf of floor area, completed in 2011.
- Block 509, Lots 27 through 31 (8-09, 8-07, 8-03, and 8-01 Astoria Blvd; 28-09 8th Street), with a combined area of approximately 12,523 sf, contain two- to five-story mixed residential and commercial buildings.
- Block 509, Lots 32 and 33 (28-07 and 28-05 8th Street), with a combined area of 4,817 sf, contain two-story residential buildings built in 1910 and renovated in 2013.

5. Description of the Proposed Development Site

The Development Site consists of Block 509, Lot 34 (comprising former Lots 34, 38, 39, 40 and 41, which have been merged into Lot 34, as shown on the current NYC Digital Tax Map), which is Applicant-owned and located at 28-05 8th Street. The lot has a total area of 12,944 sf with approximately 55 feet of frontage on 8th Street. Including the approximately 7,500 sf portion of the 28th Avenue right-of-way that is subject to the Area to be Demapped under the separate City Map amendment application, the total Development Site area is approximately 20,444 sf. The Development Site is currently vacant with no built floor area.

6. Description of the Proposed Development

The Proposed Actions would facilitate the redevelopment of the Development Site with utilization of an approximately 7,500 square foot portion of the southern half of 28th Avenue that would be demapped under the separate City Map amendment application traveling on a parallel track.

The Proposed Development comprises nine-story (92 feet in height), approximately 102,214 zsf (124,285 gsf, including cellar) of development. The new building would contain approximately 6,162 square feet (12,324 gsf, including 6,162 gsf of cellar level community facility space) of ground-floor community facility space and approximately 96,052 zsf (111,961 gsf) of residential space, with approximately 128 dwelling units, of which 25-30% would be affordable pursuant to MIH at an average of 60-80% AMI, depending on the Option selected (Options 1 or 2).

No accessory parking would be provided, as the Project Area is located within the Inner Transit Zone pursuant to ZR §25-211. The building would comply with all applicable height, setback, and yard zoning regulations under the proposed R7A/C2-3 zoning district, including the minimum base height of 40 feet, maximum base height of 85 feet, and maximum building height of 115 feet (with qualifying affordable housing), as well as minimum setbacks of 10 feet from wide streets and 15

feet from narrow streets. As proposed, the building would rise to a base height of 82 feet along 8th Street, with a setback of 10 feet above the base before rising to a maximum building height of 92 feet.

The portion of 28th Avenue that would be demapped under the separate City Map amendment application, and included in the Development Site area, would remain open for light and air, with the development rights utilized in the existing footprint of tax lot 34.

7. Actions Necessary to Facilitate the Project

The Proposed Actions consist of two discretionary approvals necessary to facilitate the Proposed Development. Additionally, a separate City Map amendment application to demap a portion of 28th Avenue is travelling on a parallel track with this application.

First, the zoning map amendment to rezone the Project Area from the existing R6, R6/C1-3, R6A/C1-3, and R6A/C2-3 districts to R7A, R7A/C1-3 and R7A/C2-3 is necessary to permit the density and height of the Proposed Development. The Project Area can support additional density given its access to transit, its location at the intersection of two wide streets — 8th Street and Astoria Boulevard — and its proximity to significant open space amenities. Under existing zoning, maximum residential FAR on the Development Site ranges from 2.2 to 3.0 (3.9 with qualifying affordable housing), and maximum building height ranges from 55 to 95 feet. The proposed R7A zoning would permit a residential FAR of up to 5.01 with qualifying affordable housing pursuant to MIH and a maximum building height of 115 feet with affordable housing. In tandem with amending the Development Site, this intersection would be amended at a depth of 330 feet from Astoria Boulevard by 300 feet along Astoria Boulevard into R7A zoning, and the overlays would be maintained with C1-3 overlays fronting 8th Street at a depth of 150 feet and C2-3 fronting Astoria Boulevard at 100 feet in depth. The increase in permitted density is deemed appropriate for this area, based on the intersection of two wide roadways - 8th Street and Astoria Boulevard.

Second, the zoning text amendment to Appendix F of the ZR to establish an MIH area coterminous with the area to be rezoned is necessary to ensure that development facilitated by the proposed rezoning includes permanently affordable housing. The MIH Option for this area would be mapped under Option 1 and Option 2. Option 1 requires that at least 25% of the proposed new residential floor area must be made affordable to incomes averaging 60% AMI and below. Option 2 requires at least 30% of the residential floor area averaging 80% AMI and below. The MIH text amendment would require that a minimum of 25-30% of the residential floor area in any development on the rezoned sites be permanently affordable at an average of 60-80% AMI, depending on the Option selected.

The Proposed Actions are necessary to enable the creation of a new mixed-use residential and community facility building that provides affordable housing in Astoria. The Project Area is currently underbuilt relative to the proposed zoning districts, with Lot 34, the primary Development Site, currently vacant. The Applicant believes the Project Area is suitable for additional density given its location within the Inner Transit Zone and its proximity to multiple bus lines, including the Q18, Q19, Q102, and Q103. The Proposed Development would bring permanently affordable housing to the site pursuant to MIH in an area where new income-restricted housing is critically needed. According to NYU Furman Center's neighborhood profile (May 2025), 37% of renter households in Astoria were severely rent burdened as of 2023, spending more than 50% of household income on rent.[1]

The proposed R7A zoning district would permit medium-to-high-density residential development with a maximum residential FAR of 5.01 pursuant to MIH. Maximum building height under R7A would range from 40 feet (minimum base height) to 85 feet (maximum base height) and up to 115 feet total with affordable housing. The R7A/C1-3 and R7A/C2-3 districts are subject to the height and setback regulations applicable to residential buildings, as set forth in ZR Section 23-43 and would permit commercial uses at a maximum FAR of 2.0. Lot coverage maximums of 80% (interior/through lots) and 100% (corner lots) would apply under both existing and proposed zoning. No parking would be required within the Inner Transit Zone for residential use and for mixed use buildings in R7A/C1-3 and R7A/C2-3 districts, no parking is generally required for mixed-use buildings containing residential use in this area.

The Proposed Actions would address the area's need for affordable housing by facilitating the development of dwelling units pursuant to MIH and facilitating the redevelopment of an underbuilt and vacant property with mixed-use development that would provide additional housing and promote activity along 8th Street. The Proposed Development would also provide ground-floor community facility space, serving both new and existing residents of the Astoria neighborhood.

Overall, the construction of the mixed-use residential and community facility building in this location aligns with the City's goals to maintain and increase the housing supply, particularly permanently affordable housing, and to promote community facilities that serve existing and future residents. As the Proposed Development would introduce a well-designed residential and community facility building rather than leaving a vacant lot, the Applicant believes it would be a productive and beneficial neighbor for nearby residential and commercial uses.

[1] NYU Furman Center - Neighborhood Profile: Astoria, Queens Community District 1 (May 2025).

8. Conclusion

The Proposed Actions would rezone the Project Area from R6, R6/C1-3, R6A/C1-3, and R6A/C2-3 to R7A, R7A/C1-3 and R7A/C2-3, and establish MIH requirements for the Project Area, located in the Astoria neighborhood of Queens Community District 1. The Project Area is currently underbuilt and includes a vacant lot (Lot 34) that would serve as the primary Development Site.

The Proposed Actions would facilitate a new nine-story mixed-use building with approximately 128 dwelling units (25-30% permanently affordable pursuant to MIH) and ground-floor community facility space. The Proposed Development would be consistent with the City's housing and affordability goals and would introduce needed permanently affordable residential units and community facility space in a neighborhood experiencing significant rent burden. The demapping of the paper street, which is being pursued under a separate City Map amendment application, would remove an encumbrance and enable the Development Site to be developed in a rational, cohesive, and efficient manner pursuant to the proposed R7A/C1-3 and R7A zoning. In addition, the demapped area of 28th Avenue that would be included as part of the Development Site would remain open for light and air, which would benefit adjacent development while creating additional density for the creation of new housing.

As such, the Proposed Actions are believed to be appropriate for this area and would result in a productive use for the Project Area, while enabling the construction of affordable housing in a transit-accessible neighborhood.