ARVERNE EAST WATERFRONT CHAIR CERT PHASE 3
September 19, 2025

PROJECT DESCRIPTION

1. INTRODUCTION

The New York City Department of Housing Preservation and Development ("HPD") requests two certifications from the Chairperson of the City Planning Commission ("CPC") for property known as Queens Block 15862, Lots 1, 2, 3, 4, 5 and 6 (the "Lot B Development Site"), and Queens Block 15876, Lots 3, 5 and 7 (the "Lot A Development Site"). The Lot B Development Site and Lot A Development Site (collectively, the "Project Area") are located within the Arverne Urban Renewal Area ("URA") in the Arverne neighborhood of Queens in Community District 14.

(i) A certification for the Lot B Development Site pursuant to:

(a) Section 62-811(a) of the Zoning Resolution ("ZR") that there is no waterfront public access area requirement pursuant to ZR Section 62-52 because it is not a waterfront zoning lot; and

(b) ZR Section 62-811(b) that a site plan and all other applicable documents have been submitted showing compliance with ZR Section 62-51 requirements for visual corridors.

(ii) A certification for the Lot A Development Site pursuant to:

(a) ZR Section 62-811(a) that there is no waterfront public access area requirement pursuant to ZR Section 62-52 because it is not a waterfront zoning lot; and

(b) ZR Section 62-811(b) that a site plan and all other applicable documents have been submitted showing compliance with ZR Section 62-51 requirements for visual corridors.

The requested actions are necessary to facilitate the construction of nine buildings (consisting of four residential buildings, three mixed residential and commercial buildings, one commercial building and one mixed commercial and manufacturing building) comprising approximately 970,446 square feet of floor area (834,284 square feet of residential floor area, 126,162 square feet of commercial floor area, and 10,000 square feet of manufacturing floor area) on the Lot B Development Site, which is to be developed as a single zoning lot ("Proposed Lot B Development"), and several rows of townhouse- and bungalow-style residential buildings comprising approximately 164,250 square feet of floor area and a parking lot for approximately 278 parking spaces accessory to on-site and off-site residential uses on the Lot A Development Site, which is to be developed as a single zoning lot ("Proposed Lot A Development").

The Project Area is bounded by Shore Front Parkway to the north, Beach 35th Street to the east, Ocean Front Road (a mapped and unimproved street) and its prolongation to the south, and a

prolongation of Beach 41st Street to the west (Beach 41st Street has been demapped south of Shore Front Parkway). Rockaway Beach and Boardwalk, which is a mapped public park, is located between the Project Area and the Atlantic Ocean shoreline. The Project Area is located within the "waterfront area," which is defined by ZR Section 12-10, in part, as an area comprising all zoning blocks between the pierhead line and a line 800 feet landward of the shoreline. The Project Area is also located within a "waterfront block," which is defined by ZR Section 62-11, in part, as a block in the waterfront area having a boundary at grade coincident with or seaward of the shoreline, and for the purposes of the ZR Section 62-11 definition, such block includes land within an unimproved street and land that abuts a public park along the waterfront. However, the zoning lots comprising the Lot B Development Site and Lot A Development Site do not have boundaries coincident with or seaward of the shoreline and are not "waterfront zoning lots" as defined in ZR Section 62-11, respectively.

BACKGROUND

Original Approval (1968)

Originally approved in 1968, the Arverne Urban Renewal Plan ("URP") was adopted to facilitate the removal of structurally substandard buildings for the development of new low- and moderate-income housing. The Arverne Urban Renewal Area ("URA") is divided into three sections, the western, central, and eastern portions, which are intended to be developed in separate phases. The western portion consists of approximately 129 acres and is bounded by Rockaway Freeway to the north, the Boardwalk to the south, Beach 59th Street to the east and Beach 81st Street to the west. The central portion is approximately 35 acres and is generally bounded by Shore Front Parkway to the north, Rockaway Beach and Boardwalk to the south, Beach 44th Street to the east, and Beach 56th Place to the west. The eastern portion consists of approximately 81.5 acres that is generally bounded by Shore Front Parkway to the north, Rockaway Beach and the Boardwalk to the south, Beach 32nd Street to the east, and Beach 44th Street to the west.

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

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

274,000 square feet of community facility space, two 1,000 seat elementary schools, and seven parks.

First Amended Plan (1990)

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

The BOE also simultaneously approved changes to the zoning map (C 900162 ZMQ) and City Map (C 900151 MMQ). Although the changes to the zoning map became effective, the changes to the City Map were not officially filed with the Queens Borough President's Office. The BOE also approved a large scale residential development special permit allowing bulk modifications of required rear yards, height and setback regulations, and minimum distance between buildings on a single zoning lot (C 900163 (A) ZSQ) as well as the disposition of approximately 271 acres of the URA to a developer to be selected by HPD (C 900216 HDQ). The 1990 approvals were intended to facilitate the development scenario selected from the 1988 RFP, which encompassed the entire URA with the exception of the Ocean Village project; however, this project was never built due to the high cost of infrastructure and the poor real estate market.

Second Amended Plan (2003)

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

In 2003, the City Council approved a second amendment to the URP (C 030509 HUQ, Council Resolution 1170-2003). The amendment was intended to facilitate the development of the Arverne-by-the-Sea project, also on the western portion, which was selected through an RFP process in 2001, as well as new development within the eastern portion of the URA.

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

The second amendment to the URP included substantial changes to the first amended plan but retained from the 1968 and 1990 plans the predominant focus of residential housing development. It also included mapping actions (C 030433 MMQ) and zoning map amendments

(C 030510 ZMQ) to reflect updated plans for the area, including limiting residential development to 3,900 dwelling units (the 1990 plan had a limitation of 7,500 dwelling units), total commercial development to 770,000 square feet, and one new public school (the 1990 plan required two new public schools). The second amendment to the URP also mapped a significant portion of the central portion of the URA and beachfront areas as parkland to create nature preserves and enhance natural resource protection in environmentally sensitive areas. In conjunction with the second amendment to the URP, HPD obtained Urban Development Action Area ("UDAA") designation and Urban Development Action Area Project ("UDAAP") approval for Arverne-by-the-Sea, and approval for the disposition of city-owned property for 123 parcels within the western and eastern portions of the URA (C 030511 HAQ). With the approval of this second amendment, the URP will remain in effect until 2043.

In 2005, HPD issued an RFP for the development of the eastern and central portions of the URA with a resilient and sustainable mixed-use neighborhood having residential, commercial, and open space uses.

2008 Arverne East UDAAP Amendment

In 2008, the City Council approved a UDAAP amendment to facilitate the proposal for a resilient and sustainable mixed-use neighborhood in the eastern and central portions of the URA, which was selected through a 2005 RFP process (20085436 HAQ, Council Resolution 1586-2008). The approved project was closely related to the prior 2003 URP amendment (C 030511 HAQ) and associated approvals and included up to 1,650 residential units (of which at least 20 percent were to be affordable), up to 500,000 square feet of commercial space, including an approximately 100,000 square foot hotel, and approximately 3.3 acres of recreation and open space. No changes in scope or program were proposed for the western or central portions of the URA. Construction of the project stalled following the 2008 housing market crash and again after Hurricane Sandy in 2012.

2021 Arverne East UDAAP, Rezoning, and Text Amendment

On March 25, 2021, the City Council approved several new actions (Council Resolutions 1585-2021, 1586-2021, and 1587-2021) within the central and eastern portions of the URA: (i) the designation of a UDAA and approval of a UDAAP (N 210069 HNQ) in the URA's eastern and central portions, (ii) a zoning map amendment (C 210070 ZMQ) to change from C4-4 to an M1-4/R6 (MX-21) zoning district, and (iii) a zoning text amendment (N 210071 ZRQ) to establish a new Mixed Use (MX-21) district. In addition to facilitating the 35-acre nature preserve, these actions were intended to support the development of approximately 1,650 residential units (including approximately 1,320 affordable units), commercial and community facility uses, a 15-acre dune preserve, and a private street network (the "Arverne East Development Project"). The Arverne East Development Project comprises the construction of approximately 1,920,000 square feet of residential floor area in a variety of housing typologies, approximately 252,000 square feet of commercial floor area, which includes an approximately 5,000 square-foot taphouse/restaurant and an approximately 10,000 square-foot microbrewery, and approximately

22,000 square feet of community facility floor area. The Arverne East Development Project also includes approximately 1,765 parking spaces and an extensive open space network.

The development of the nature preserve on the central portion and the development of a new approximately 4,980 square foot multi-purpose building, and an approximately two-acre urban farm, nursery and accessory passive recreation area on the eastern portion of the URA are an initial phase of the Arverne East Development Project, which is contemplated to be developed over multiple phases. The construction of the nature preserve, which was developed on mapped parkland and is therefore not subject to zoning requirements, entailed the removal of nearly four acres of existing impervious surfaces and the planting of new native and coastal grassland, shrubland, maritime woodland, and wet meadow area plantings as well as the installation of accessible footpaths made of recycled plastic lumber, concrete, and other materials. The nature preserve's construction serves to enhance and protect the fragile maritime ecology and enables public enjoyment of diverse plant communities and wildlife while minimizing habitat disturbance.

2021 Waterfront Certifications

The Chair of the CPC granted certifications on December 9, 2021 permitting the subdivision of an existing zoning lot and creation of a visual corridor in accordance with ZR Section 62-51, and to confirm that no waterfront public access area is required (N 220113 ZCQ and N 220114 ZCQ). These waterfront certifications facilitated the development of a new multi-purpose building that serves the nature preserve, accessory parking and an urban farm that is being used by a local non-profit for food production on property located to the east of the nature preserve on property known as Lots 1 and 2 in Block 15876.

3. DESCRIPTION OF THE SURROUNDING AREA

Land Uses

The Project Area is located within the eastern portion of the URA and is bounded by Shore Front Parkway (AKA Edgemere Avenue) to the north, Beach 35th Street to the east, Ocean Front Road and its prolongation to the south, and a prolongation of Beach 41st Street to the west. The area within a 600-foot radius ("Surrounding Area") of the Project Area is predominantly characterized by vacant lots, one- and two-family residential buildings, community facilities, and mapped park land.

The Far Rockaway – Mott Avenue Branch of the A subway line runs above Rockaway Freeway between Rockaway Boulevard/Liberty Avenue and Far Rockaway – Mott Avenue and serves the Project Area at the Beach 36th Street station. The Q22 Bus line provides service along Seagirt Avenue and Beach Channel Drive, with a stop at Beach Channel Drive and Beach 38th Street, and the QM 17 provides express bus service along Beach Channel Drive to Midtown via 6th Avenue, with a stop at Beach Channel Drive and Beach 36th Street. In addition, the NYC Ferry provides service from Wall Street/Pier 11 and Sunset Park/Brooklyn Army Terminal to Beach 108th Street

and Beach Channel Drive. A free shuttle bus to and from the Rockaway ferry landing has stops at Beach Channel Drive and Beach 41st Street and Beach Channel Drive and Beach 35th Street.

Open spaces in the Surrounding Area include the Rockaway Beach and Boardwalk.

Zoning

The zoning districts C4-4, M1-4/R6 (MX-21), C4-3A, R6, R6/C2-4, R6/C2-2, R6A, R6A/C2-4 and R4 are mapped within the Surrounding Area. The Project Area is located within C4-4 and M1-4/R6 (MX-21) districts; the area mapped within a C4-4 district is generally located south of Shore Front Parkway, and the area mapped within an M1-4/R6 (MX-21) district is located in the southeast portion of the Project Area near the intersection of Beach 35th Street and Ocean Front Road. An area mapped within a C4-3A district is located to the northeast of the Project area. An R6 district is mapped along Rockaway Freeway and Shore Front Parkway. An R6 district is paired with C2-2 commercial overlay and an R6A is paired with a C2-4 commercial overlay along the north side of Rockaway Freeway. An R4 district is generally north of Rockaway Freeway. Rockaway Beach and Boardwalk, which is located to the south of the Project Area, is a public park and is mapped as a PARK zoning district. Current zoning regulations applicable within these districts are set forth below; however, some sites within the surrounding area are also subject to special regulations applying in waterfront areas (pursuant to ZR 62-00) and site controls listed in the URP.

R4

R4 is a non-contextual district that allows detached, semi-detached, and attached single- and two-family buildings and all types of low-density multi-family buildings. The district allows a residential floor area ratio ("FAR") of 1.00 on standard zoning lots and 1.50 on qualifying residential sites, and a community facility FAR of 2.0. Neither commercial nor industrial/manufacturing uses are permitted in R4 districts. Perimeter walls of single- or two-family detached, semi-detached or zero lot line residential buildings are subject to setback regulations at a maximum height of 25 feet. Above these heights, sloping planes meeting at a ridge line at a height of 35 feet control the maximum height of the building, requiring either a setback or pitched roof. Buildings on qualifying residential sites can reach a maximum height of 45 feet while all other residences are limited to a maximum building height of 35 feet. R4 districts require a minimum front yard of 10 feet and a minimum rear yard of 20 feet. Single- and two-family detached and zero lot line residences must provide two side yards with a minimum width of five feet; single- and two-family semi-detached and zero lot line residences must provide one side yard with a minimum width of five feet. No side yards are required for other residences; however, if any open area is provided along a side lot line, it must have a minimum width of 5 feet. For zoning lots in R4 districts within Queens Community District 14, accessory parking

spaces must be provided for 50 percent of standard dwelling units and qualifying affordable housing units.

R6

R6 is a non-contextual district that allows all housing types. For zoning lots located within 100 feet of a wide street in R6 districts, standard residences have an FAR of 3.00 and qualifying affordable or senior housing has an FAR of 3.90. For all other zoning lots in R6 districts, standard residences have an FAR of 2.20 and qualifying affordable and senior housing has an FAR of 3.90. In R6 districts, most community facility uses have a maximum FAR of 4.80. For zoning lots or portions thereof located within 100 feet of a wide street in R6 districts, standard residences have a maximum base height of 65 feet and a maximum building height of 75 feet, and qualifying affordable or senior housing has a maximum base height of 65 feet and a maximum building height of 95 feet. For all other zoning lots or portions thereof in R6 districts, standard residences have a maximum base height of 45 feet and a maximum building height of 55 feet, and qualifying affordable and senior housing has a maximum base height of 65 feet and a maximum building height of 85 feet. A setback with a depth of at least 15 feet is required on a narrow street, and a setback with a depth of at least 10 feet is required on a wide street. For zoning lots in R6 districts in Queens Community District 14, accessory parking spaces must be provided for 50 percent of standard dwelling units and for 25 percent of qualifying affordable housing units.

C4-3A

C4-3A is a contextual commercial zoning district typically mapped outside of central business districts in Brooklyn and Queens. C4-3A has an R6A residential district equivalent and allows residential, community facility, and commercial (uses (including certain storage and production uses). The maximum permitted FAR is 3.00 for commercial uses, 3.00 for community facility uses, 3.00 for standard residences, and 3.90 for qualifying affordable and senior housing. In C4-3A districts, standard residences have a maximum base height of 65 feet and a maximum building height of 75 feet, and qualifying affordable and senior housing has a maximum base height of 65 feet and a maximum building height of 95 feet. A setback with a depth of at least 15 feet is required on a narrow street, and a setback with a depth of at least 10 feet is required on a wide street. For zoning lots in C4-3A districts in Queens Community District 14, accessory parking spaces must be provided for 50 percent of standard dwelling units, and for 25 percent of qualifying affordable housing units.

C4-4

C4-4 districts are mapped in densely built areas of the outer boroughs. C4-4 has an R7-2 residential district equivalent and allows residential, community facility, and commercial uses (including certain storage and production uses). The maximum permitted FAR is 3.40 for commercial uses and 6.50 for community facility uses. For zoning lots located within 100 feet of a wide street in C4-4 districts, standard residences have an FAR of 4.00 and qualifying affordable or senior housing has an FAR of 5.01. For all other zoning lots in C4-4 districts, standard residences have an FAR of 3.44 and qualifying affordable or senior housing has an FAR of 5.01. For zoning lots or portions thereof located within 100 feet of a wide street in C4-4 districts,

standard residences have a maximum base height of 75 feet and a maximum building height of 85 feet, and qualifying affordable and senior housing has a maximum base height of 85 feet and a maximum building height of 115 feet. For all other zoning lots or portions thereof in C4-4 districts, standard residences have a maximum base height of 65 feet and a maximum building height of 75 feet, and qualifying affordable and senior housing has a maximum base height of 85 feet and a maximum building height of 105 feet. A setback with a depth of at least 15 feet is required on a narrow street, and a setback with a depth of at least 10 feet is required on a wide street. For zoning lots in C4-4 districts in Queens Community District 14, accessory parking spaces must be provided for 50 percent of standard dwelling units, and for 0 percent of qualifying affordable housing units. The minimum off-street parking requirement for retail uses is 1 space per 1,000 square feet.

Commercial Overlays

C2 commercial overlays generally permit retail and service establishments and are typically mapped along streets that serve local retail needs. C2 overlays are found widely throughout the City's lower- and medium-density areas and occasionally in higher-density districts. When commercial overlays are mapped in R6 and R6A districts, commercial FAR is 2.00. When commercial overlays are mapped in R6 and R6A districts, community facility FAR is 4.80 and 3.00, respectively. The minimum required off-street parking spaces for retail uses in C2-2 and C2-4 districts are 1 space per 300 square feet and 1 space per 1,000 square feet respectively.

M1-4/R6 (MX-21)

The Special Mixed Use District (MX-21) is established in Arverne, Queens. In Special Mixed Use Districts, an M1 district is paired with a residence district, and new residential and non-residential uses (commercial, community facility, and light industrial) can be developed as-of-right and located side-by-side within the same building. Where the designated residence district and is an R6 district, the residential FAR of an R6 district applies. In Special Mixed Use Districts, community facility FAR is the maximum allowed for such uses in accordance with R6 residential district regulations. In Special Mixed Use Districts with R6 district designations, residential building height and setback is governed by R6 district regulations. For residential buildings or residential portions of mixed use buildings in Special Mixed Use Districts, no front or side yards are required, but open areas extending along a side lot line must be a minimum of 5 feet wide. For the residential portion of a mixed use building, the required rear yard must be provided at the floor level of the lowest story containing dwelling units. Manufacturing and commercial uses have an FAR of 2.00 and certain uses must comply with performance standards governing noise, vibration, smoke and other matter. For manufacturing buildings, a rear yard at least 20 feet deep is required. Parking requirements for manufacturing and commercial uses vary by use per the applicable

manufacturing district regulations, and parking requirements for residential and community facility uses are based on the applicable residential district regulations.

4. DESCRIPTION OF THE PROJECT AREA AND PROPOSED DEVELOPMENT SITES

The Project Area is located within the eastern portion of the URA and is bounded by Shore Front Parkway to the north, Beach 35th Street to the east, Ocean Front Road to the south, and a prolongation of Beach 41st Street to the west. The Project Area comprises Queens Block 15862, Lots 1, 2, 3, 4, 5 and 6, and Queens Block 15876, Lots 3, 5 and 7. As stated above, the Project Area is a waterfront block, in accordance with terms defined in ZR Sections 12-10 and 62-11. Shore Front Parkway measures 91' wide, Beach 35th Street measures 60' wide, Ocean Front Road measures 60' wide, and Beach 38th Street measures 70' wide. Rockaway Freeway is a demapped, but improved street that runs parallel to, and immediately north of, Shore Front Parkway. It is believed Rockaway Freeway will remain in use until all of Shore Front Parkway (AKA Edgemere Avenue) is reconstructed and realigned. The Project Area is located within the 1% annual chance floodplain (100-year floodplain) based on the 2015 Preliminary Flood Insurance Rate Maps (FIRMs) for New York City.

Lot B Development Site (Block 15862, Lots 1, 2, 3, 4, 5, and 6)

The Lot B Development Site, which will be developed as a single zoning lot, has approximately 846'-6" of frontage on Shore Front Parkway, 1081'-7" of frontage on Beach 35th Street, 770'-6" of frontage on Ocean Front Road, and 568'-9" of frontage on Beach 38th Street. Shore Front Parkway, Beach 35th Street, Ocean Front Road, and Beach 38th Street are mapped streets. Shore Front Parkway is the first upland street bounding the waterfront block in which the Lot B Development Site is located because Ocean Front Road is a mapped and unbuilt street that does not form the boundary of a waterfront block per the ZR 62-11 "waterfront block" definition. The Lot B Development Site is unimproved City-owned land comprising approximately 649,594 square feet of lot area. The Lot B Development Site is located within C4-4 and M1-4/R6 (MX-21) districts; however, residential and community facility development in the C4-4 district is subject to the bulk and off-street parking regulations of an R6 district per the URP. In addition, pursuant to the URP, 1 off-street parking space is required for each dwelling unit.

Lot A Development Site (Block 15876, Lots 3, 5, and 7)

The Lot A Development Site, which will be developed as a single zoning lot, has approximately 773'-6" of frontage on Shore Front Parkway, 574'-3" of frontage on Beach 38th Street. Approximately 782' of the southern lot line of the Lot A Development Site abuts Rockaway Beach and Boardwalk parkland. Shore Front Parkway is the first upland street bounding the waterfront block in which the Lot A Development Site is located. The Lot A Development Site is unimproved City-owned land comprising approximately 277,133 square feet of lot area. The Lot A Development Site is located within a C4-4 district; however, residential and community facility development in the C4-4 district is subject to the bulk and off-street parking regulations

of an R6 district per the URP. In addition, pursuant to the URP, 1 off-street parking space is required for each dwelling unit.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The requested actions are necessary to facilitate the Proposed Lot B Development and Proposed Lot A Development.

Proposed Lot B Development

The Proposed Lot B Development will include the construction of nine buildings (consisting of four residential buildings, three mixed residential and commercial buildings, one commercial building and one mixed commercial and manufacturing building) comprised of approximately 970,446 square feet of floor area. The Proposed Lot B Development will consist of 834,284 square feet of residential floor area, 126,162 square feet of commercial floor area, and 10,000 square feet of manufacturing floor area. The Proposed Lot B Development will be centered around a retail promenade and plaza located to the west of Beach 35th Street. The retail promenade will include commercial buildings and ground-floor retail stores within multi-family apartment buildings. Residential development will include multi-family apartment buildings varying in height from five to eleven stories, attached and semi-detached one- and two-family townhouse buildings, and attached and semi-detached single-family residences. In addition to retail, anticipated non-residential uses include a local microbrewery, a taphouse/restaurant, and a hotel ranging from one to three stories in height.

The retail promenade will function as a pedestrian connection from the Beach 36th Street subway station to a plaza adjacent to the microbrewery, the beachfront dune preserve, and Rockaway Beach and Boardwalk. A private road will be constructed between Beach 35th Street and Beach 38th Street (Seagirt Avenue Ext. B) as an extension of Seagirt Avenue, which is a 70'-wide mapped and improved street located to the east of the Project Area. Ocean Front Road, which is mapped along the southern portion of the zoning lot will remain unimproved street.

Proposed Lot A Development

The Proposed Lot A Development will include the construction of four residential buildings, including attached and semi-detached one- and two-family buildings, comprising approximately 164,250 square feet of floor area. In addition, the Proposed Lot A Development will include a parking lot for approximately 278 parking spaces accessory to on-site and off-site residential uses.

6. ACTIONS NECESSARY TO FACILITATE THE PROJECT

Two certifications pursuant to ZR Section 62-811 (one certification for each zoning lot) are requested to facilitate the Proposed Lot B Development and Proposed Lot A Development.

ZR Section 62-811(a) provides, in part, that no excavation or building permit shall be issued for any development on a waterfront block until CPC certifies that there is no waterfront public access area requirement pursuant to ZR Section 62-52. ZR Section 62-811(a) states that CPC

may certify that there is no waterfront public access area requirement for the development of a zoning lot that is exempt pursuant to ZR Section 62-52. According to ZR Section 62-52, waterfront public access must be provided for all "waterfront zoning lots," as such term is defined in ZR Section 62-11, having a lot area of at least 10,000 square feet and a shoreline of at least 100 feet. According to ZR Section 62-11, a waterfront zoning lot is a zoning lot in the waterfront area having a boundary at grade coincident with or seaward of the shoreline. Since Rockaway Beach and Boardwalk, a mapped public park, is located between the Project Area and the Atlantic Ocean shoreline, neither the Lot B Development Site nor Lot A Development Site have boundaries coincident with or seaward of the shoreline and therefore, are not waterfront zoning lots as defined in ZR Section 62-11. Accordingly, the Lot B Development Site and Lot A Development Site are each exempt from the waterfront public access area requirement pursuant to ZR Section 62-52.

ZR Section 62-811(b) provides, in part, that no excavation or building permit shall be issued for any development on a waterfront block until CPC certifies that a site plan and all other applicable documents show compliance with ZR Section 62-332 requirements for waterfront yards, ZR Section 62-50 requirements for visual corridors, and ZR Section 62-60 design requirements for waterfront public access areas. ZR Section 62-332 modifies rear yard requirements on waterfront zoning lots. As stated above, the Lot B Development Site and Lot A Development Site are not waterfront zoning lots and are each exempt from waterfront public access area and design requirements pursuant to ZR Section 62-52 and from ZR Section 62-332 waterfront yard requirements.

According to ZR Section 62-511, visual corridors must be provided through a zoning lot at locations that maintain a maximum spacing of 600 feet between visual corridors to either side of the zoning lot, as measured along the street line of the first upland street bounding the waterfront block.

Beach 38th Street and Beach 35th Street, which are located to either side of the Lot B Development Site are public streets providing a direct and unobstructed view to the water and are "visual corridors" as defined by ZR Section 62-11. Beach 38th Street and Beach 35th Street are located 846'-6" apart, as measured along the street line of Shore Front Parkway, which is the first upland street bounding the Lot B Development Site waterfront block. An additional designated visual corridor will be provided through Lot B Development Site from Shorefront Parkway to maintain a maximum spacing of 600' between the Beach 38th Street and Beach 35th Street visual corridors, pursuant to ZR Section 62-511 methodology.

CPC previously certified a designated visual corridor in accordance with ZR Section 62-51 located to the west of the Lot A Development Site, through Queens Block 15876, Lot 2, as referenced above (N 220114 ZCQ) (the "Previously Designated Visual Corridor"). The Previously Designated Visual Corridor is located 883'-9" from the Beach 38th Street visual corridor. An additional designated visual corridor will be provided through the Lot A Development Site from Shore Front Parkway to maintain a maximum spacing of 600' between

the Previously Designated Visual Corridor and the Beach 38th Street visual corridor, pursuant to ZR Section 62-511 methodology.

No other visual corridors are required for the Lot B Development Site and Lot A Development Site zoning lots.

7. CONCLUSION

The requested certifications will facilitate the next phase of the Arverne East Development Project within the Arverne Urban Renewal Area in the Arverne neighborhood of Queens in Community District 14, which will include the construction of thirteen buildings and a parking lot for approximately 278 accessory parking spaces on the Lot B Development Site and the Lot A Development Site, collectively.