

HALLETTS NORTH REZONING & SPECIAL PERMIT

Review Session | Post-Hearing Follow-up | July 11th, 2022

NYC PLANNING

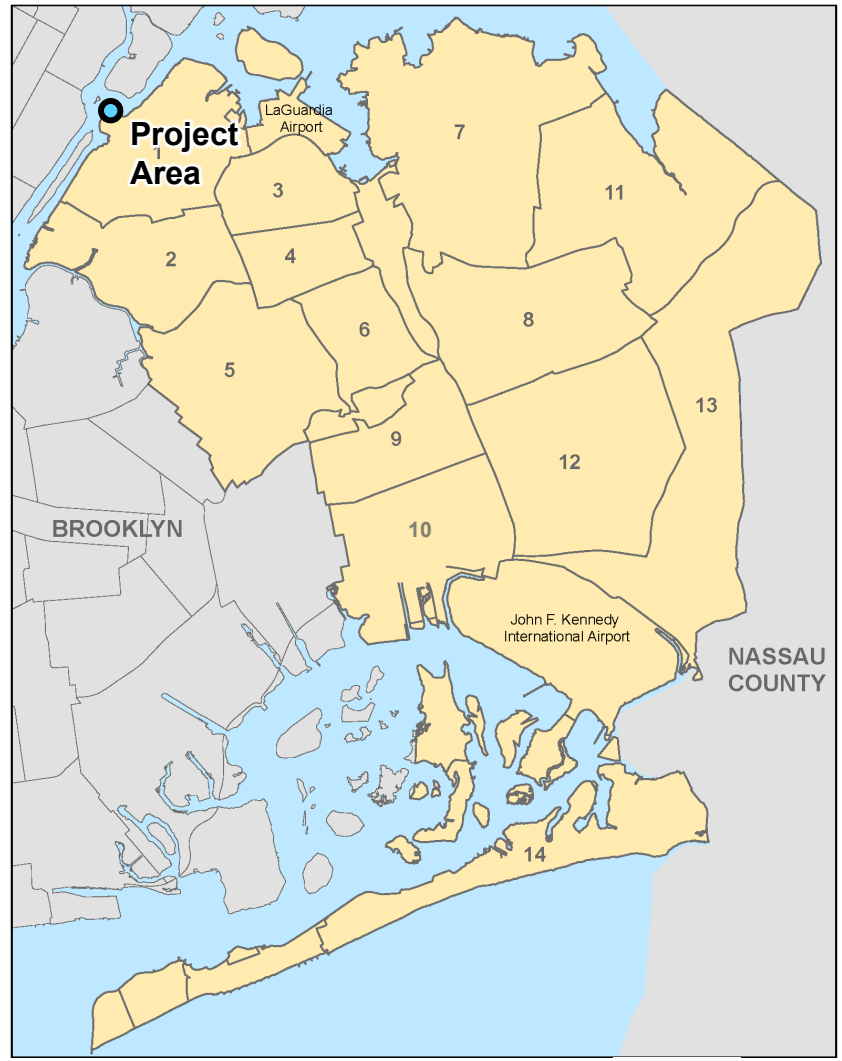
Project Overview

Applicant Astoria Owners LLC

Location 3-15 26th Avenue, Astoria, Queens, Community District 1

Actions Requested

- Zoning Map Amendment from M1-1 to R7-3/C2-4 zoning district.
- Zoning Text Amendment to map Mandatory Inclusionary Housing Area Option 1.
- Waterfront special permit to waive height, setback, tower size, and maximum width of walls facing the shoreline regulations pursuant to ZR §62-837(a).
- Waterfront Authorizations to modify requirements within the waterfront public access area pursuant to ZR §62-822(a) and ZR §62-822(b).
- Waterfront Authorization for phased development of the waterfront access area pursuant to ZR §62-822(c).
- City Map amendment to de-map the portion of 3rd Street between 26th Avenue and the East River



NYC PLANNING

Aerial Context



Proposed Development - Overview

New 986,000 sf development total

Residential:

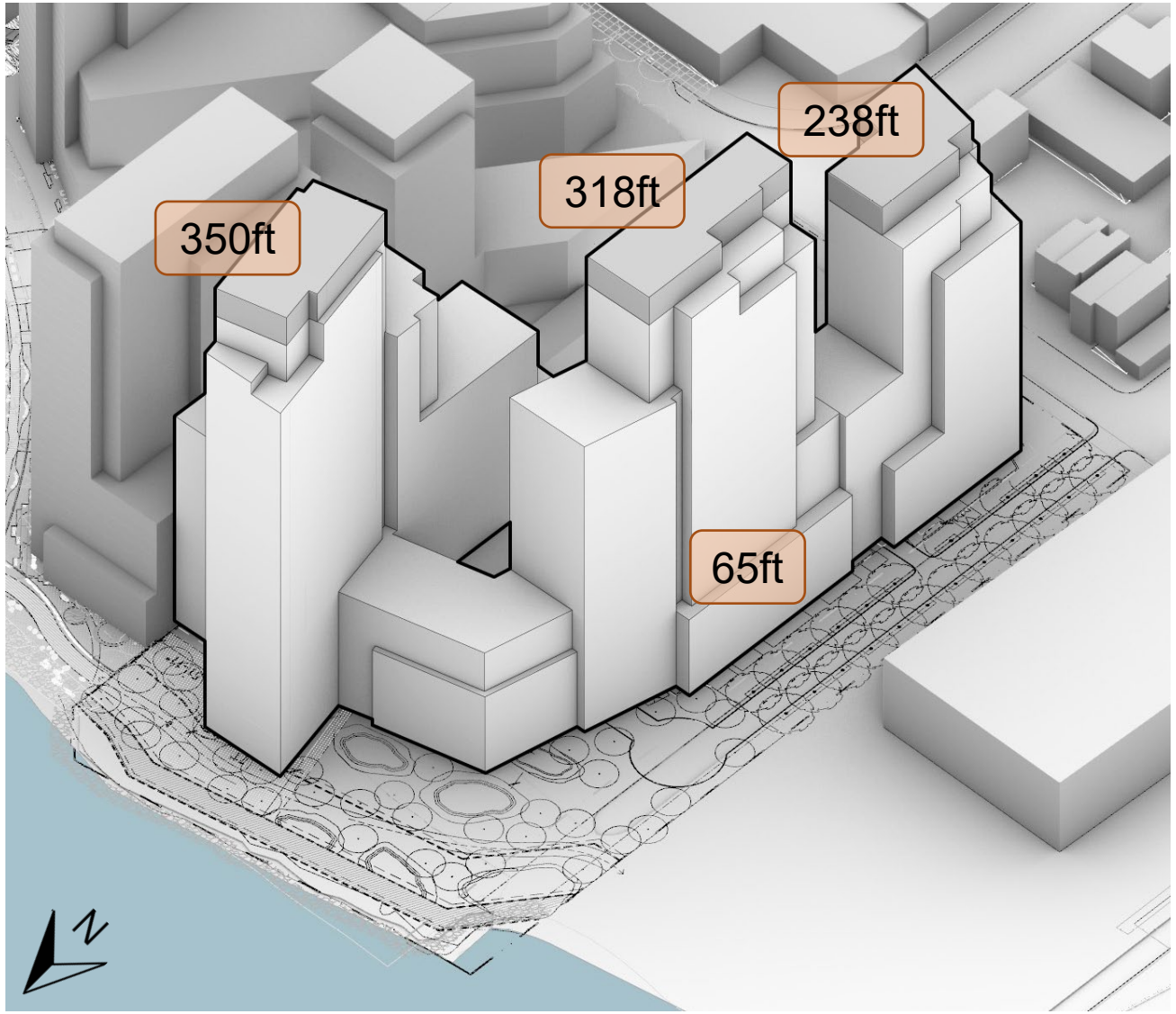
- 962,800 sf
- 1,340 dwelling units
- 335 affordable units per MIH Option 1

Non-residential:

- 1,800 sf commercial use
- 21,500 sf community facility

Additional proposed uses:

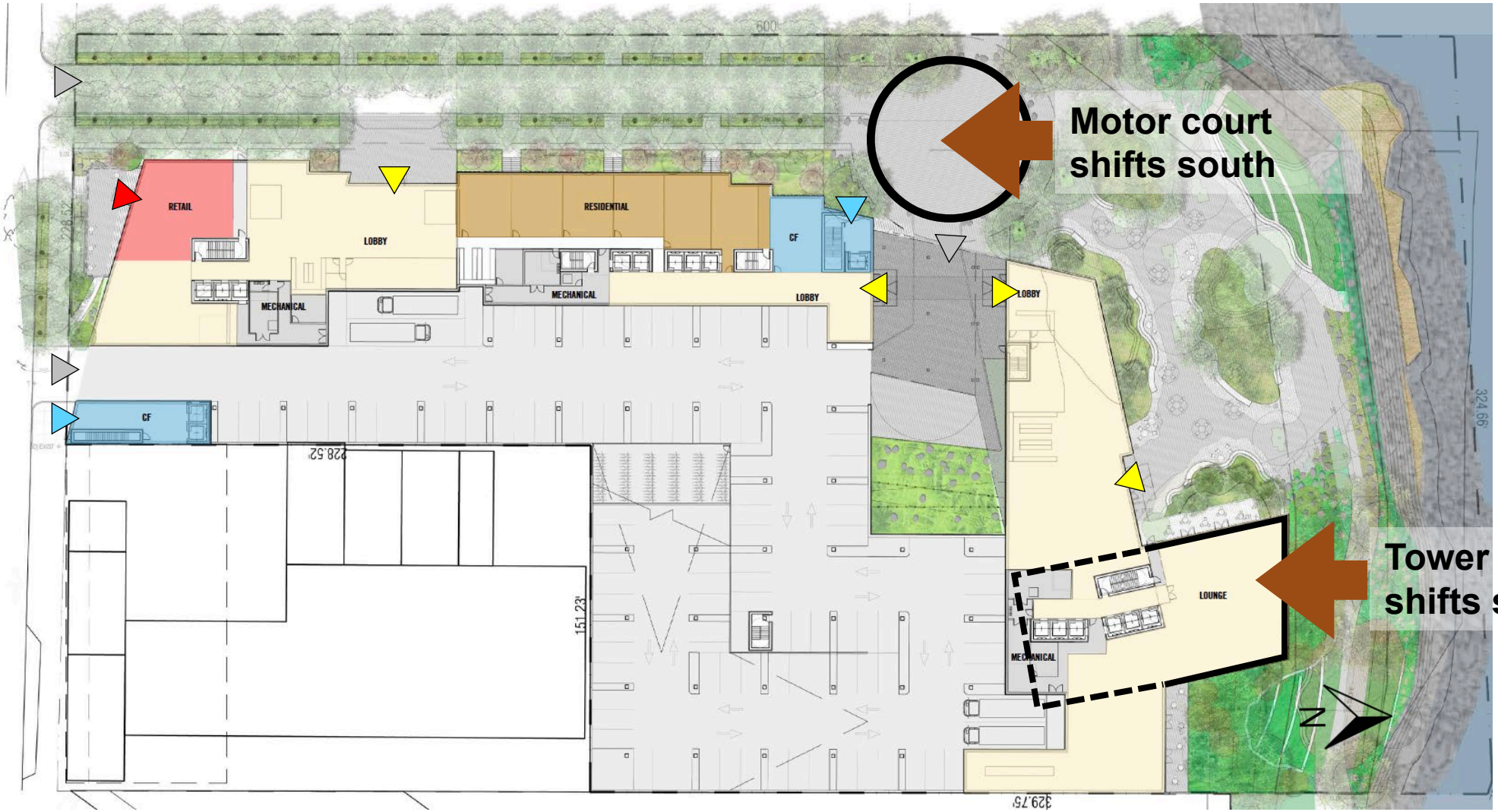
- 525 vehicle & 525 bicycle parking spaces
- One acre of open space



Aerial view of proposed building massing facing southeast from East River

Proposed Development – Design Modifications

Certified illustrative ground floor drawing



Residential entrance Parking entrance Commercial entrance Community facility entrance

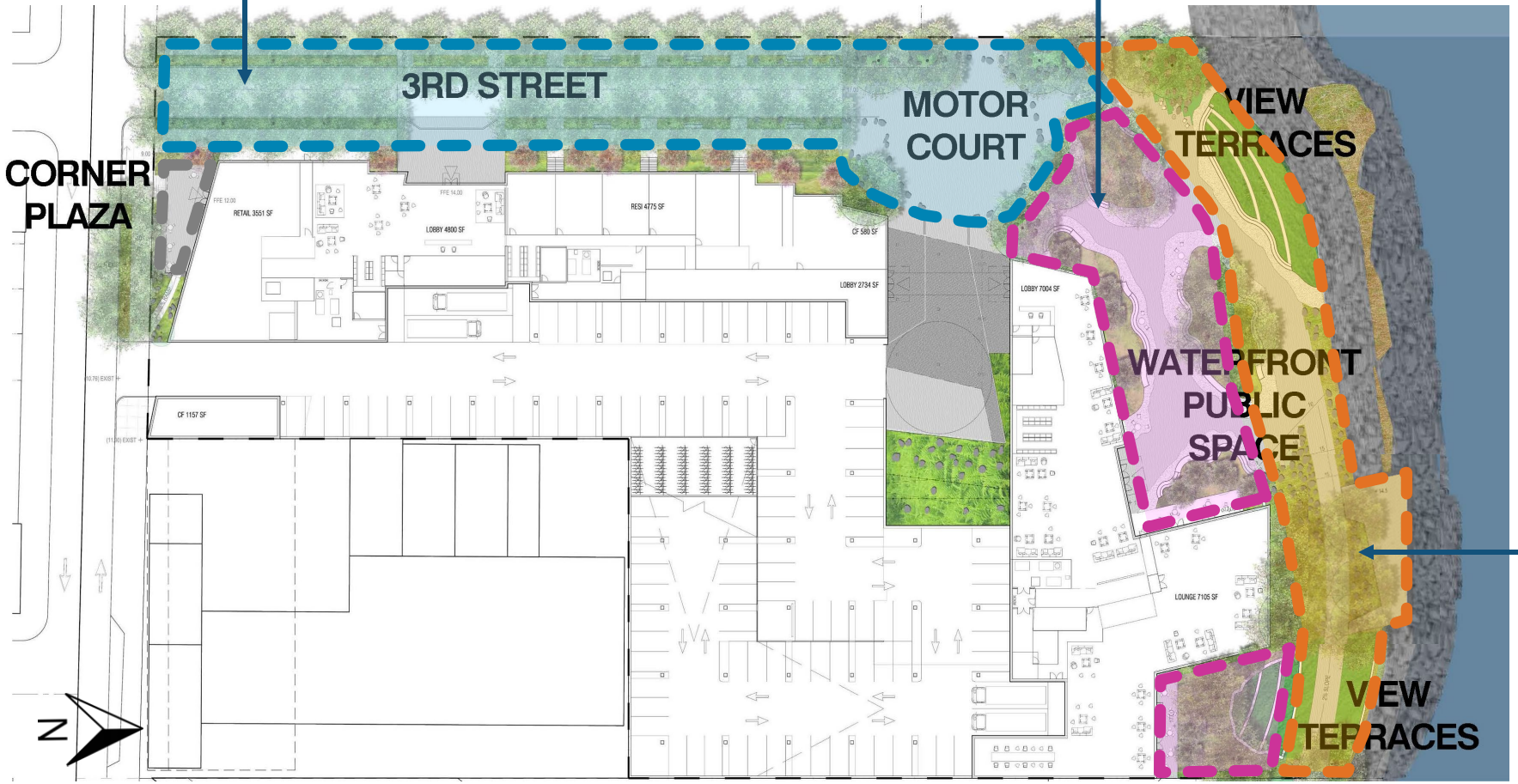
Proposed Waterfront Public Access Area

Upland Connection *Type 2*

- *~ 13,800 sf*
- *~ 32% of WPAA*
- *~ 8% of lot*

Supplemental Public Access Areas

- *~ 13,600 sf*
- *~ 32% of WPAA*
- *~ 8% of lot*



IN TOTAL:

- *Lot area: 164,392 sf*
- *WPAA: 43,000 sf or 26% of lot*

Shore Public Walkway

- *~ 15,600 sf*
- *~ 36% of WPAA*
- *~ 9% of lot*

Environmental Review DRAFT

Significant impacts identified in DEIS:

- Community Facilities (elementary schools and early childhood programs)
- Open Space (active open space)
- Transportation (transit, traffic, pedestrian, noise)
- Construction (traffic and noise)

Environmental Review

COMMUNITY FACILITIES

- Elementary schools: To-be-determined programmatic funding for existing elementary schools within Community School District 30, Sub-District 3 to increase school capacity to serve 82 seats
- Early childhood programs: Provision of space for on-site or off-site publicly funded facility OR funding to support capacity for 27 slots serving children across an age range of infants to 4-year-olds

OPEN SPACE (ACTIVE OPEN SPACE)

- Upgrade or replace a playground and sitting area, reconfigure existing storm water management systems, restore existing pavement in the playground and sitting area, and install eight security lights at the Triborough Bridge Playground B

Environmental Review

TRANSPORTATION

- **Transit: New street stair and elevator at Manhattan-bound platform stairs - Unmitigated**
- Bus: Addition of one bus in northbound direction in the PM peak hour and one additional bus in southbound direction in the PM peak hour – to be implemented by NYCT/MTA
- Traffic: Implementation of traffic engineering improvements, such as signal timing changes, at impacted intersections
- Pedestrian: Relocation/removal of impediments to sidewalk flow and the widening of crosswalks or corner areas to fully mitigate the impacts to one sidewalk, one crosswalk and one corner. One sidewalk and two crosswalks would remain unmitigated during the weekday midday and/or Saturday peak hours.
- Noise: Offering to install storm windows or provide an alternate means of ventilation where these measures are not already in use

CONSTRUCTION & NOISE

- Transportation: Traffic signal timing changes at an existing traffic signal to fully mitigate the significant adverse impacts to two lane groups at one intersection in the construction PM peak hour. Two lane groups at one intersection in the construction AM peak hour and eight lane groups at four intersections in the construction PM peak hour would remain unmitigated.

- Noise:

    - Offer of window air conditioning units at impacted window locations that do not already have an alternate means of ventilation prior to the start of construction

    - Under the *New York City Noise Control Code*, noise barriers constructed from plywood or other materials are required to be provided at a height of 8 feet

    - Prepare construction noise mitigation plan approved by New York City Department of Environmental Protection (DEP) prior to construction - additional path controls would be considered during the development of the construction noise mitigation plan

Summary

Summary

- Applicant team incorporating shift of motor court and Tower 3 to south
- Applicant team and DCP finalizing EIS

Next Steps

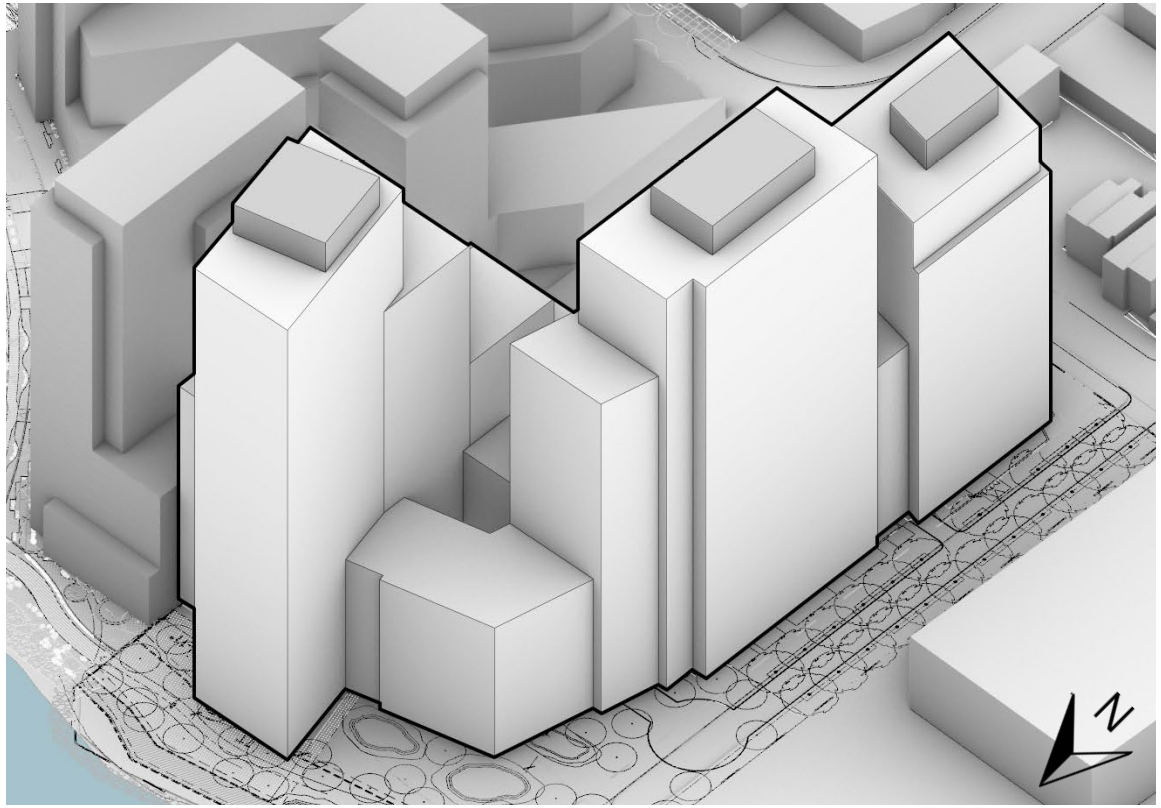
- DCP and applicant team to finalize modifications and update application package
- FEIS due 7/14
- Vote scheduled for 7/25

Appendix

Project Area

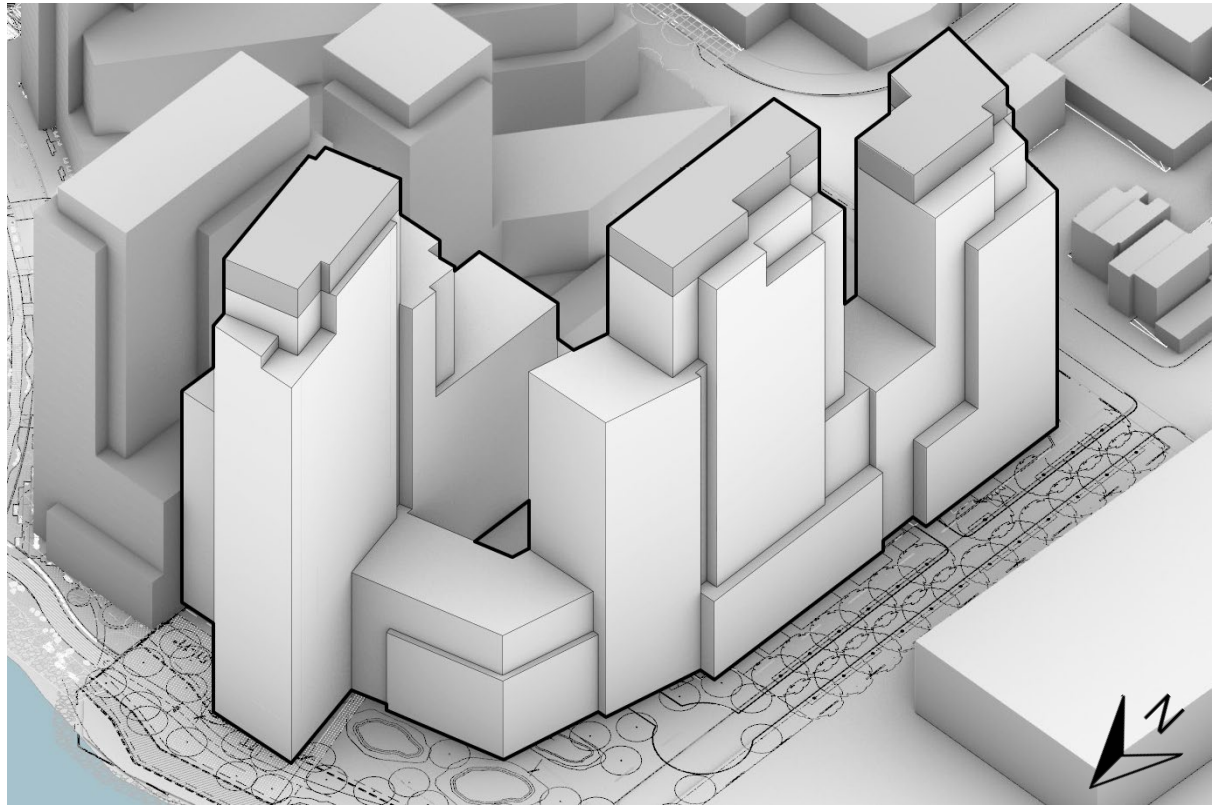


Proposed Massing Modification



Certified maximum zoning envelope

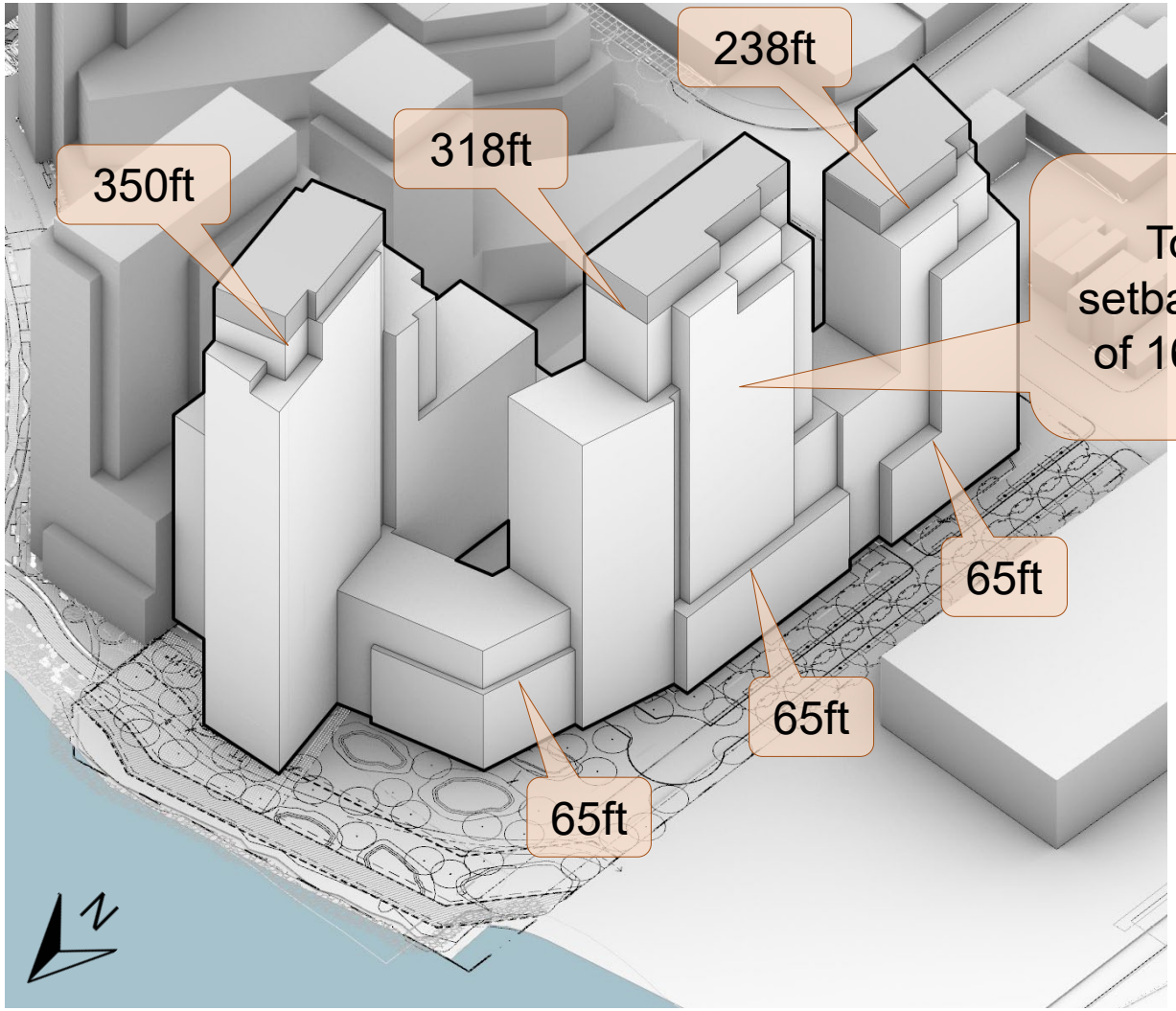
- Max envelope for EIS scope
- In alignment with waivers presented for certification



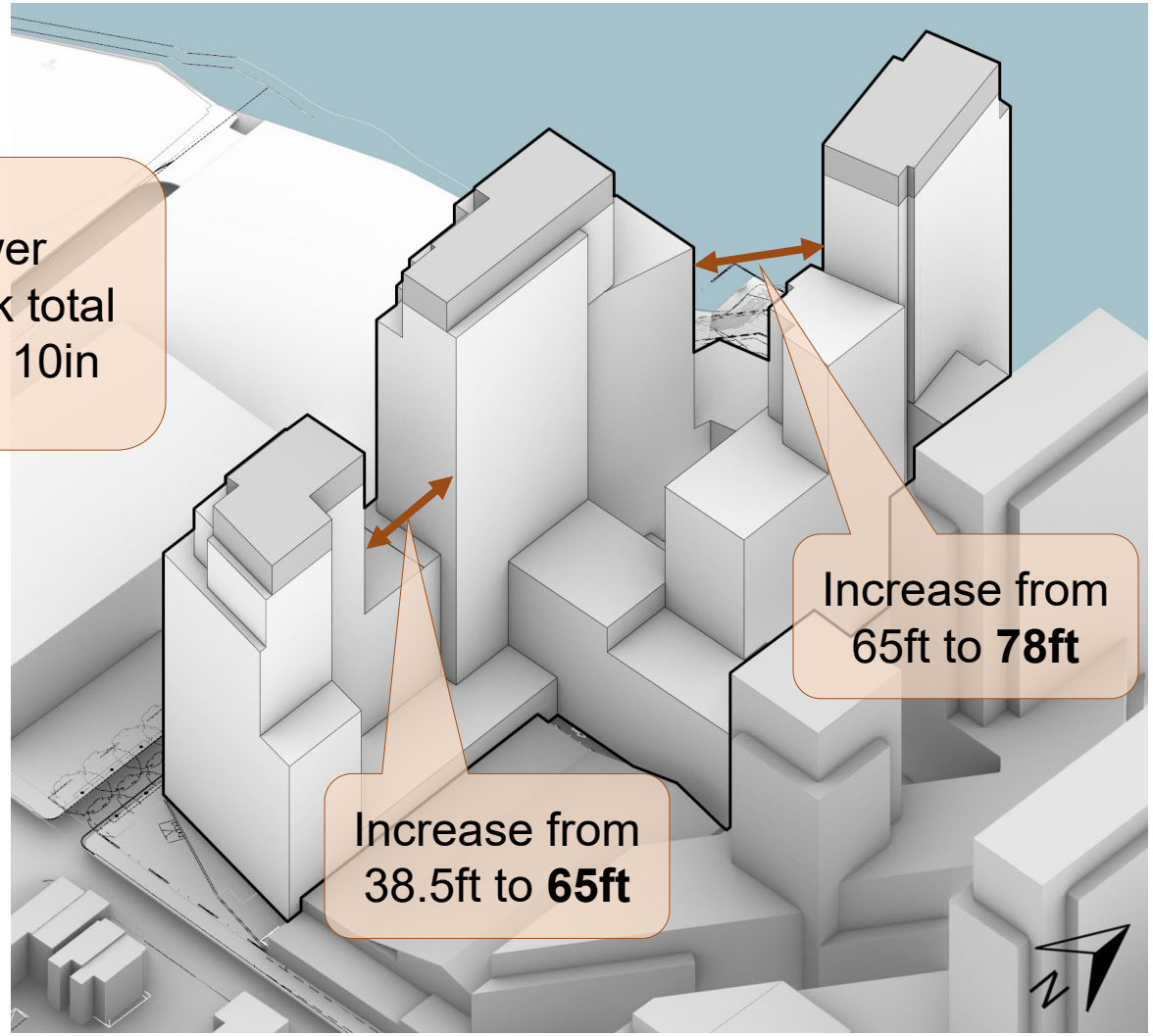
Proposed modification of building envelope

- More space between towers/ slimming of towers
- Lower base heights with deeper setbacks
- Potential alteration or elimination of some waivers

Proposed Massing Modification



Aerial view facing southeast from East River



Aerial view facing northwest from 26th Avenue

Proposed Development

Non-residential:

- 1,800 sf commercial use
- 21,500 sf community facility

Additional proposed uses:

- 525 vehicle parking spaces
- 525 bicycle parking spaces
- One acre of open space

Certified illustrative ground floor drawing



Residential entrance

Commercial entrance

Parking entrance

Community facility entrance

N

Building Segment 1: Retail Corner on 26th Ave



Key: Ground Floor Plan



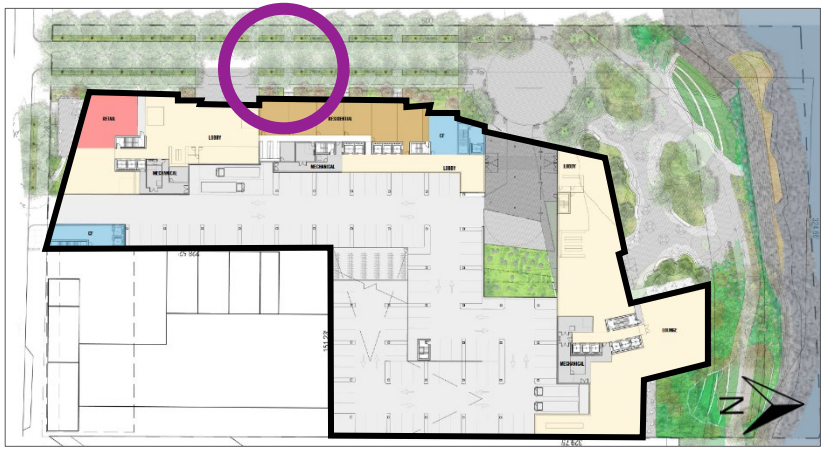
View facing northwest of corner of 26th Avenue and 3rd Street

- Retail space served by corner carve out of Segment 1 to create plaza with seating

Building Segment 2: 3rd Street



Key: Ground Floor Plan



View of 3rd Street facing north

- Type 2 upland connection combines vehicular & pedestrian access
- Direct-entry/maisonette residential units located in base of Segment 2 along 3rd Street to create ground-level activation and variety
- Vehicle drop off for residential lobby

Building Segment 3: Motor Court



Certified proposal

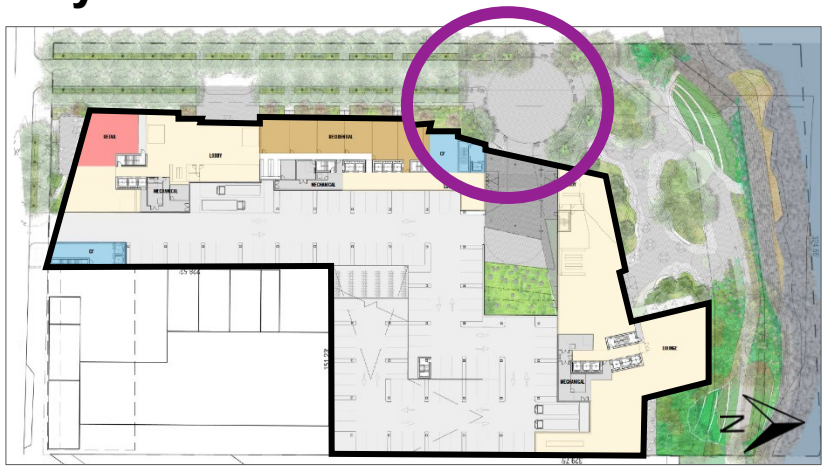
- Purposeful use of materials including boulders and paving to blur the boundary between vehicle and pedestrian area



Modified proposal

- Mountable curb introduced to delineate vehicle and pedestrian space
- Amenities added within motor court to soften boundary and increase usable public space

Key: Ground Floor Plan



Waterfront Overlook



Certified waterfront public access area



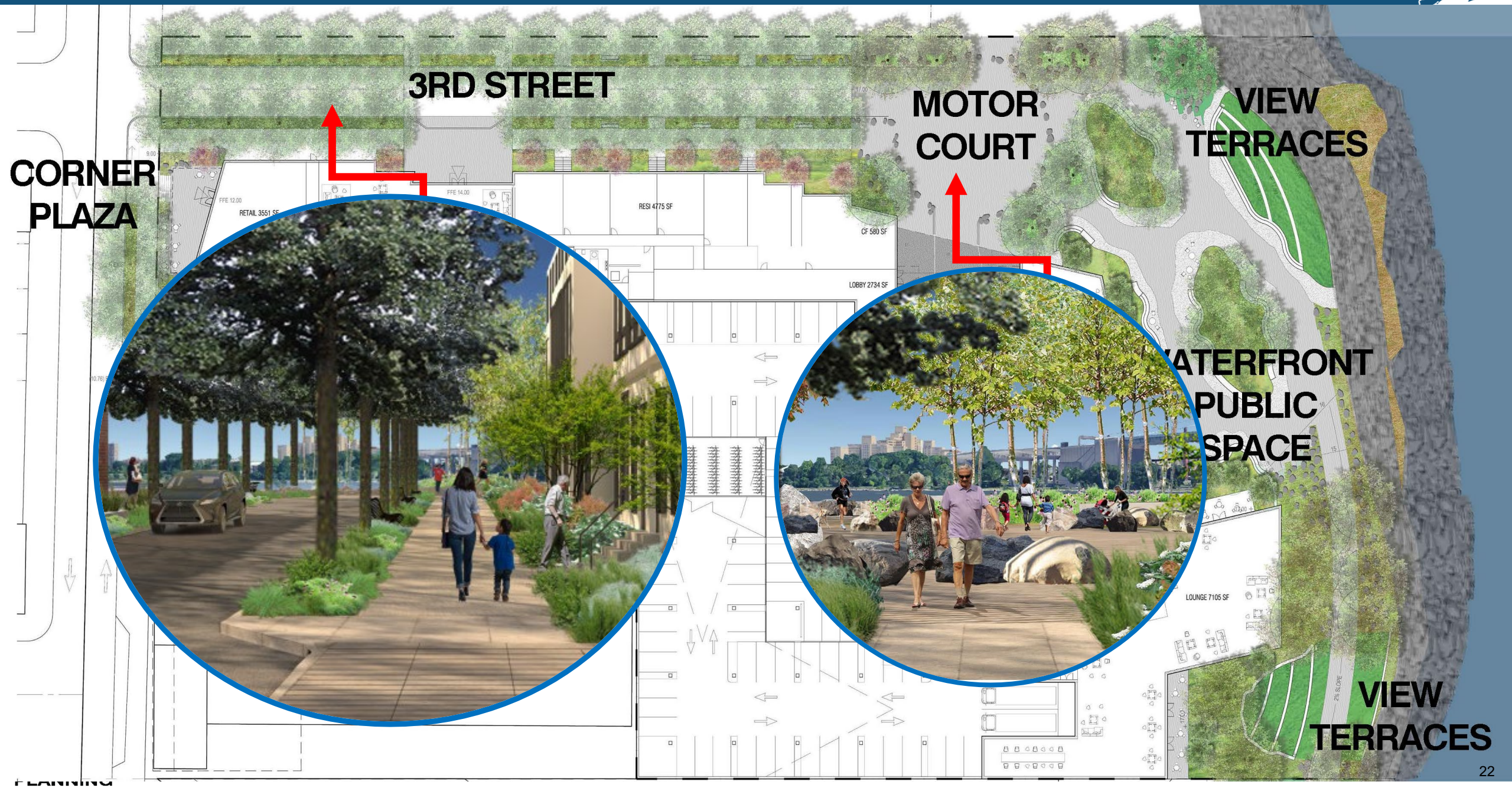
Proposed overlook addition

- 1,400 sf furnished with seating & tables
- ADA accessible
- Designed to lie upland of Mean High Water line

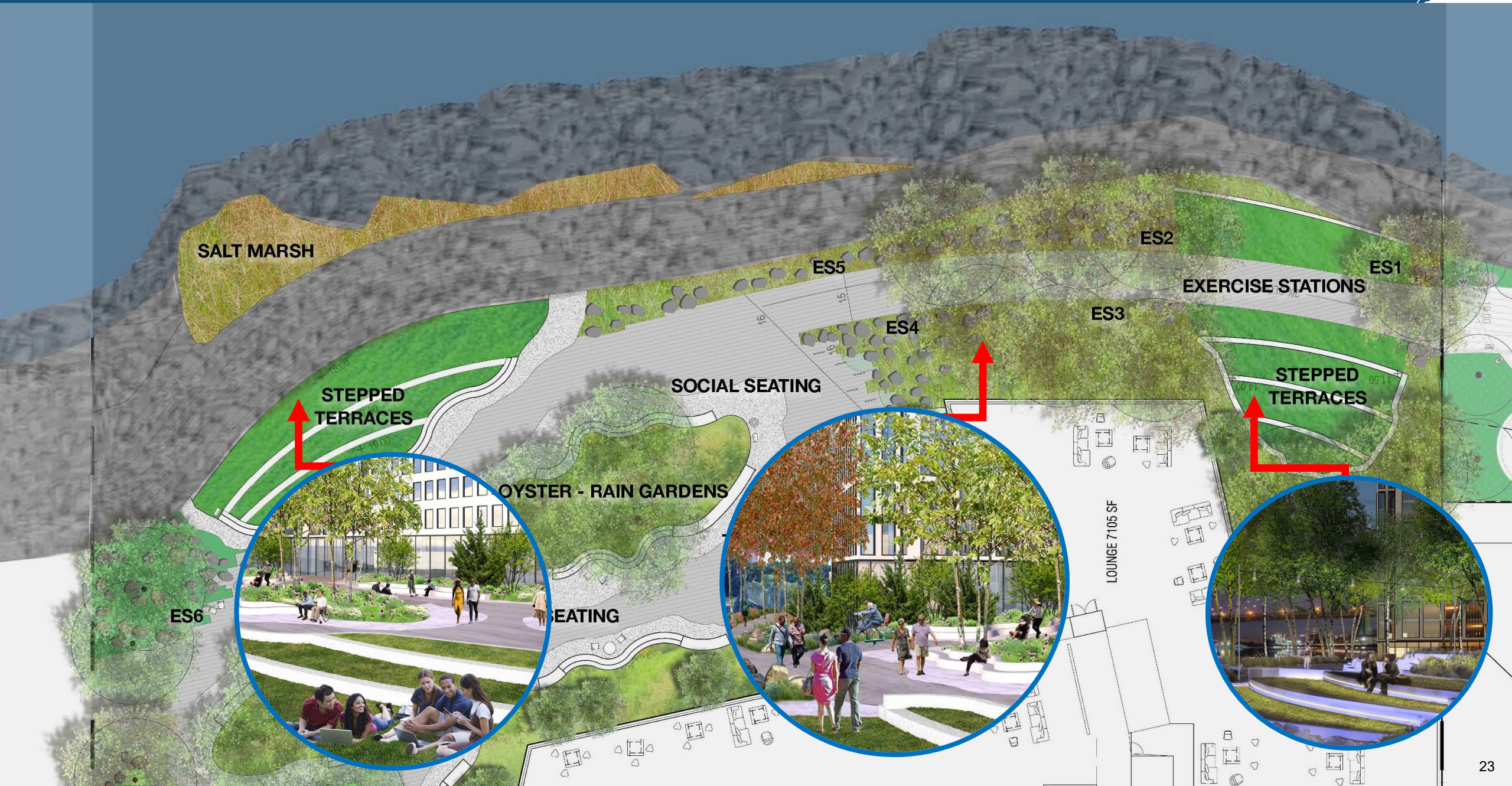
Waterfront Public Access Area: Corner Plaza



Waterfront Public Access Area: Upland Connection



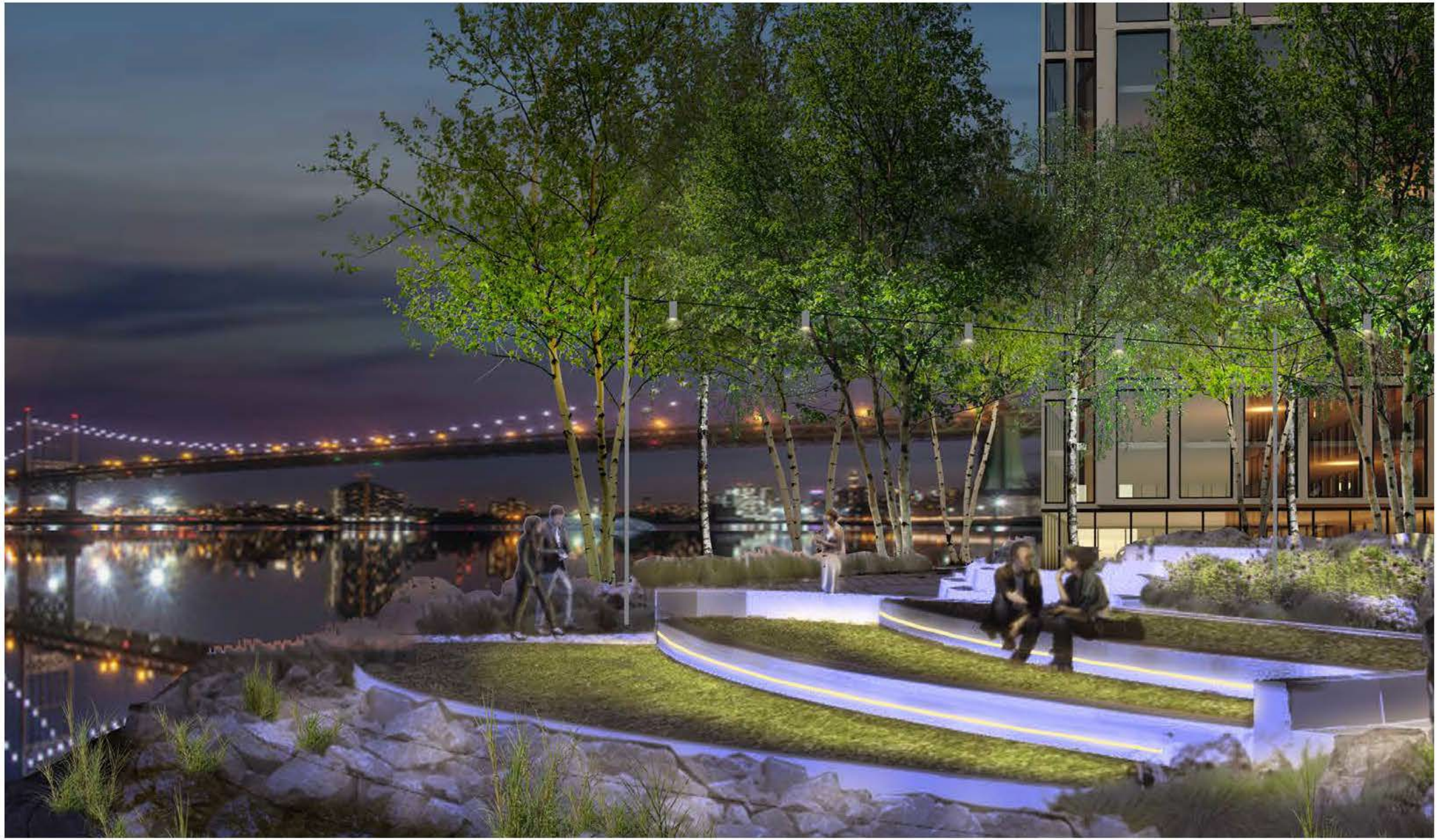
Waterfront Public Access Area: Waterfront Esplanade



Terraced and Turfed Seating



Upland Connection



Waterfront Authorizations

To facilitate a superior site plan that promotes:

- a **unique design motif**
- a **planted upland connection** with pedestrian and vehicular access

To overcome site-planning constraints which include:

- **flood-resilient construction**
- proactive strategies for **stormwater management**

Waterfront Authorizations

ZR Section	Proposed	Requirement
62-822(a)	Raise the visual corridor base plane to comply with flood zone regulations (17 feet above curb line)	Curb line to shoreline
	Reduce the widths of transition area (49 feet) and associated pedestrian walkway (1.5 feet)	50 feet and 10 feet
	Reduce the minimum depth area of one of two supplemental public access areas (1.20 to 1.00)	3 to 1
62-822(b)	Allow vehicle access on 3rd Street delineated by boulders (irregular shape of site does not allow driveway and drop-off features to be located elsewhere and short boulders)	Vehicle access not permitted AOR and 30-inch-tall bollards
	Permit installation of a screening buffer (range of 8 feet to 18.5 feet in width to accommodate oyster garden)	10-foot minimum width
	Reduce tree pit width to provide vehicle drop-off	Not permitted AOR
	Permit shade trees in a visual corridor within the upland connection (13.5 feet and 14.5 feet)	Beyond 15 feet of centerline
	Reduce the clear pedestrian path (7 feet – interrupted by boulders in transition area)	8 feet
	Extend permitted location of paving materials	Change of material
	Reduce planting requirement in UC transition area (31.87% of transition area planted)	40% planted area
	Reduce the lawn requirement (17.3% of required planting area of SPW and SPAA)	25%
	Shift location of bike racks (located 44.5 feet from shoreline for improved logistics)	Within 20 feet of shoreline
	Modify lighting requirements (less light intensity and non-compliant glare control – trees)	0.2 foot candle / less glare

Waterfront Authorization ZR §62-822(a)

62-822
Modification of waterfront public access area and visual corridor requirements

(a) Authorization to modify requirements for location, area and minimum dimensions of waterfront public access areas and visual corridors …

1) In order to modify the location of *waterfront public access areas* and *visual corridors*, the Commission shall find that such areas, provided either on the *zoning lot* or off-site adjacent to the *zoning lot*, shall:
   i. comply with the required minimum dimensions and equal the required total area, in aggregate; and
   ii. due to their alternative location and design, provide equivalent public use and enjoyment of the waterfront and views to the water from upland *streets* and other public areas; or

2) *In the event the Commission determines that there is no feasible way to provide equal alternative waterfront public access areas either on the zoning lot or off-site on an adjoining public property or to provide equal alternative visual corridors, the Commission may authorize a reduction in minimum dimensions or area, or may waive such requirements, provided that…*

Waterfront Authorization ZR §62-822(a)

- → Raise the visual corridor base plane to comply with flood zone regulations
- → Reduce the widths of the upland connection pedestrian walkway and transition area
- → Reduce the minimum area of the supplemental public access areas



Waterfront Authorization ZR §62-822(b)

62-822
Modification of waterfront public access area and visual corridor requirements

(b) Authorization to modify requirements within waterfront public access areas

The City Planning Commission may modify the requirements within the waterfront public access area provisions of Sections 62-513 (Permitted obstructions in visual corridors), 62-58 (Requirements for Water-Dependent Uses and Other Developments), 62-60 (DESIGN REQUIREMENTS FOR WATERFRONT PUBLIC ACCESS AREAS), inclusive, and 62-90 (WATERFRONT ACCESS PLANS), inclusive.

In order to grant such authorization, the Commission shall find that such modifications:

1) *are necessary to accommodate modifications pursuant to paragraph (a) of this Section; or*

2) *would result in a design of waterfront public access areas that is functionally equivalent or superior to the design prescribed by strict adherence to the applicable provisions.*

Waterfront Authorization ZR §62-822(b)

Upland Connection modifications:

- → Allow vehicle access on 3rd Street delineated by boulders
- → Permit installation of a screening buffer
- → Reduce tree pit width to provide vehicle drop-off
- → Permit shade trees in a visual corridor on the west side of 3rd Street
- → Reduce the clear pedestrian path
- → Extend permitted location of paving materials
- → Reduce planting requirement in UC transition area



Waterfront Authorization ZR §62-822(b)

Misc. Modifications:

→ Reduce the lawn requirement

→ Shift location of bike racks

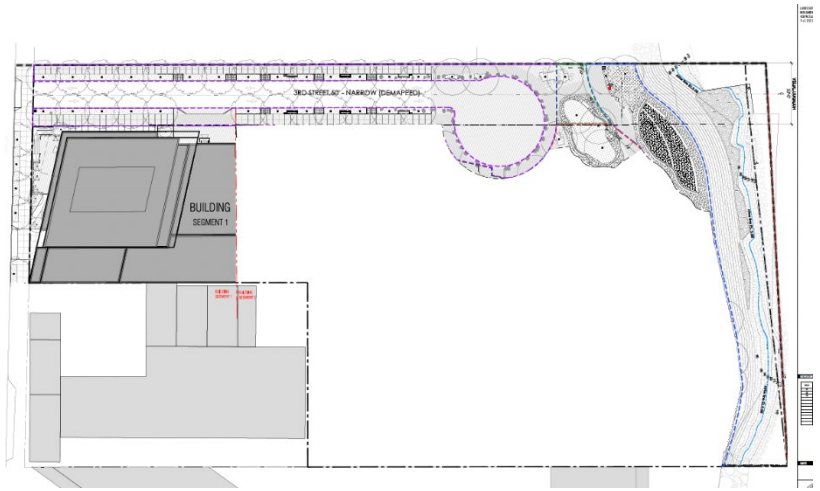
→ Modify lighting requirements

→ Phasing



Waterfront Authorization for phased development of the waterfront access area pursuant to ZR §62-822(c)

Phase 1



Phase 2



Phase 3



Community Board 1 Recommendation

Vote

Approved 19 in favor, 14 against, 2 abstaining

Recommendations

- Provide a comfort station at Whitey Ford Field, a public park located to the east of the development site
- Include an on-site accessory power generator that preferably uses geothermal energy
- Continue to pursue approvals for the proposed walkway extension over the water along Third Street

Borough President Recommendation

Vote

Approved with conditions

Conditions

- Goal of 30% local hiring and use of M/WBE businesses in construction and development, including a quarterly report
- Applicant commitment to knock on doors of local residents to promote the Proposed Development, its community benefits and partnerships
- Applicant partnership with Urban Upbound and other local community organizations to host job fairs at local NYCHA developments
- Exploration of deeper levels of affordability in AMI and unit count
- Easy to read signage and wayfinding in the surrounding area directed towards the WPAA
- Applicant to make reasonable improvements to Triboro Park and Astoria Houses as related to the EIS
- Applicant to collaborate with surrounding developments to not overwhelm area with construction
- Commitment to 50-100% use of geothermal energy
- Applicant to work with NYCT and DOT on bike lanes and bus network to/from development site
- Incorporation of CB1's conditions to the best of the applicant's ability