Long Island City Neighborhood Plan
Draft Scope of Work
for an Environmental Impact Statement
CEQR No. 25DCP001Q
ULURP Nos. Pending
July 12, 2024

A. INTRODUCTION

The New York City Department of City Planning is proposing a series of land use actions (the "Proposed Actions") to support and facilitate implementation of the Long Island City Neighborhood Plan, which is the subject of an ongoing community planning process to meet the long-term vision of Long Island City (LIC) and its surrounding neighborhoods as a unique, transit-rich, and culturally vibrant neighborhood. The Proposed Actions would affect an approximately 54-block area ("the Project Area") (see **Figures 1 and 2**) focused on Long Island City's East River Waterfront and manufacturing zoned areas. The Project Area is generally bounded by the mid-block between 39th Avenue and 40th Avenue, between 21st Street and 23rd Street, and Queens Plaza South to the north, the East River, Anable Basin and 5th Street to the west, 47th Avenue, 46th Avenue, 46th Road, and the mid-block between 44th Drive and 45th Avenue to the south, and 11th Street, 23rd Street, 24th Street, and the mid-block between 24th Street and Crescent Street to the east. The majority of the study area is located in Queens Community District 2, with a portion located north of Queens Plaza North to mid-block between 39th Street and 40th Street, between 21st Street and 23rd Street located in Community District 1. The Project Area is directly west of LIC's central business district, often referred to as the core.

The Proposed Actions are intended to facilitate development patterns that meet the long-term vision of a thriving, prosperous, and resilient Long Island City. The Proposed Actions are anticipated to facilitate new residential, commercial, community facility, and industrial development. In order to conduct a conservative analysis, two scenarios are analyzed under the Proposed Actions. Scenario One under the Proposed Actions is expected to result in a net increase of approximately 13,677 dwelling units (DU), including approximately 3,932 permanently affordable homes for lower-income New Yorkers, approximately 3,332,212 square feet (sf) of commercial space, approximately 339,416 sf of community facility space, and a decrease of approximately 572,911 sf of industrial space. Scenario Two under the Proposed Actions is expected to result in a net increase of approximately 13,995 dwelling units (DU), including approximately 4,012 permanently affordable homes for lower-income New Yorkers, approximately 3,059,206 sf of commercial space, approximately 339,416 sf of community facility space, and a decrease of approximately 572,911 sf of industrial space. (See Section H, "Analysis Framework," for discussion of the Reasonable Worst-Case Development Scenario [RWCDS]).

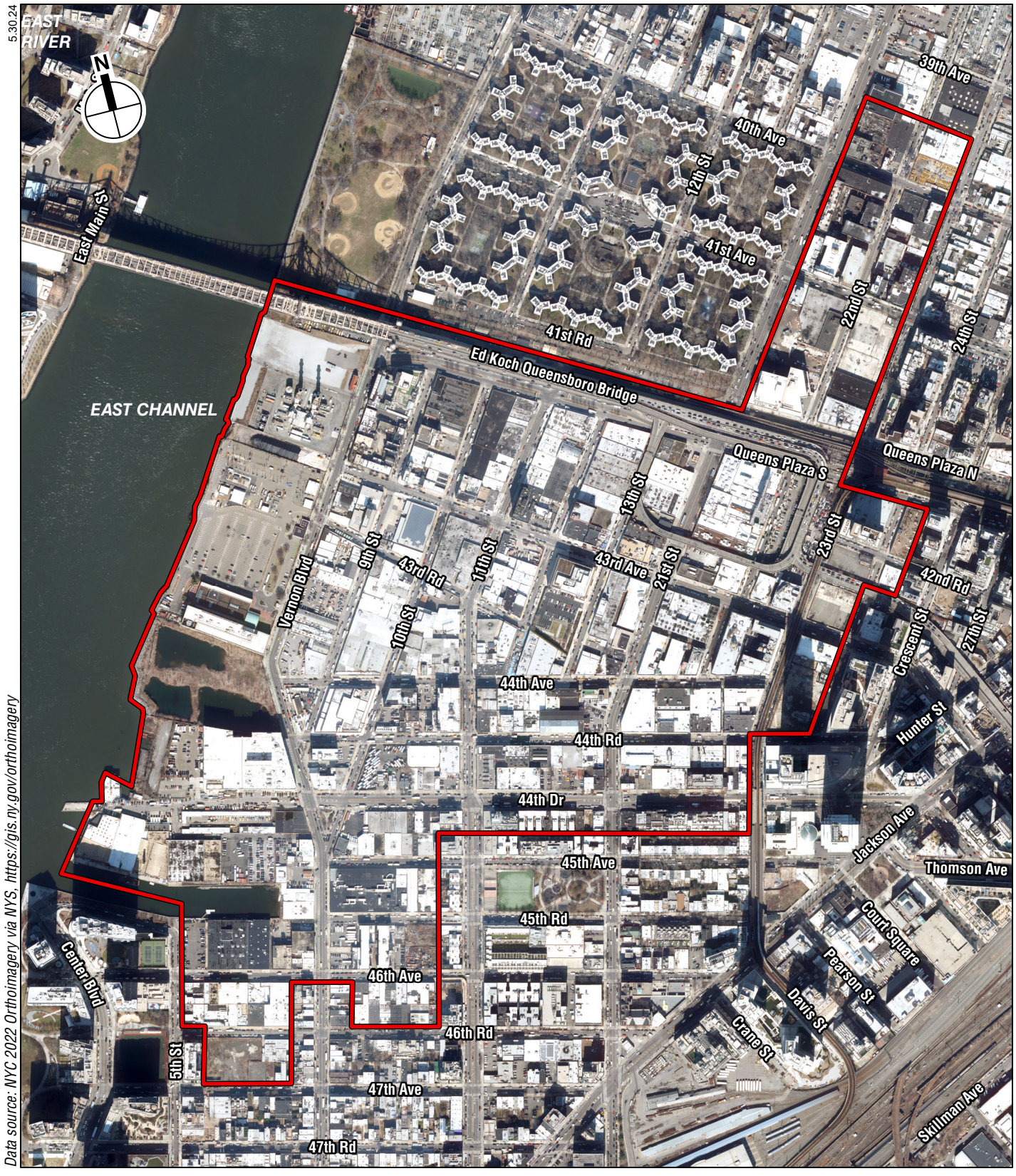
The Proposed Actions are the culmination and continuation of many years of planning work in and around Long Island City, led by local community members, stakeholders, elected officials,



Project Area

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1



Neighborhood Context

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2

and City Agencies. The Proposed Actions reflect and respond to the comments and feedback received through the City's on-going community engagement process, initiated in the Fall of 2023, and seek to leverage Long Island City's status as one of Queens' primary Central Business Districts, excellent transportation accessibility and unique waterfront to expand affordable housing and open space opportunities and position the area as Western Queens' primary employment hub for new and emerging industries. The Proposed Actions seek to accomplish the following community-informed land use objectives:

- Protect existing affordable housing and generate significant new housing, especially affordable housing that serves diverse types of households and family needs.
- Invest in existing parks and deliver new open space along the waterfront and in the core that is high-quality, resilient, sustainable, and accessible.
- Enhance connectivity with multi-modal transportation, improve safety for pedestrians and bikers, and improve logistics for deliveries, loading zones, and truck access.
- Plan for a more resilient and sustainable Long Island City by addressing existing challenges, planned development, population growth, and climate change.
- Support existing businesses and the creative community, increase local job growth, and improve access to diverse, quality jobs and training.

An overview of the study area, the outreach process, the purpose and need for the Proposed Actions and their specific components are described below.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions include discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and City Environmental Quality Review (CEQR) process. The actions include:

- Zoning Map Amendment (ZM) to:
  - Rezone portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 to M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10, M1-4A, M1-5A, M1-6A and M2-3A.
  - Expand the existing Special Long Island City Mixed-Use District to portions of the study area outside of the existing special district.
  - Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR 62-951, for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the configuration of and varied conditions along the Basin. The WAP would also modify requirements and standards for public access to address the unique character of the Basin and align with modern citywide standards.
- Zoning Text Amendment (ZR) to
  - Appendix F of the Zoning Resolution, to designate Mandatory Inclusionary Housing (MIH) areas to the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 districts.

  - Modify the existing Special Long Island City Mixed Use District (Article XI, Chapter 7) to create special use, floor area, bulk, circulation and parking regulations on both waterfront and non-waterfront blocks and to establish special height, setback, and street wall regulations for buildings on waterfront blocks and on select corridors among other special rules.
  - Create a City Planning Commission ("CPC") Authorization to allow for the exemption of school floor area and modified bulk under certain conditions throughout the Special District.
  - Expand the applicability of Zoning for Transit Accessibility to the Project Area.
  - Create a waterfront bulk authorization that allows additional height for sites adjacent to elevated ramps and bridges.
  - Create a CPC chair certification to facilitate the alignment of a loop road on Blocks 489 and 488 and allow for the transfer of development rights across a mapped street on these same blocks.
  - Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
  - Create a CPC chair certification to allow for the modification of height restrictions within the Special Long Island City Mixed Used District following verification that said modifications would not pose a hazard to air navigation.
- MM – Change in City Map to:
  - De-map portions of 44th Drive west of Vernon Boulevard.
  - De-map to narrow portions of 44th Drive between Vernon Boulevard and 5th Street.
  - De-map 44th Road west of Vernon Boulevard.
  - De-map 44th Ave west of Vernon Boulevard.
  - Map new public streets in Block 488; and Block 489.
  - Map portions of Block 489, p/o 23 as parkland.
  - Map a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.
  - Map portions of Block 489, p/o 23 as parkland.
- PP – Disposition of Non-Residential City-Owned Property to
  - Dispose of city-owned property located at Block 24, Lot 7.
  - Dispose of city-owned property located at Block 489, Lot 23 and Lot 1, and Block 488, Lot 15, and Lot 11.
  - Dispose of city-owned property located at Block 428, Lot 12, Lot 13, and Lot 16.
  - Dispose of city-owned property located at Block 429, Lot 13, Lot 15, and Lot 29.

CITY ENVIRONMENTAL QUALITY REVIEW AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR (New York Codes, Rules and Regulations) 617.4 and 43 RCNY (Rules of the City of New York) 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on July 12, 2024. A Positive Declaration, issued on July 12, 2024, established that the Proposed Actions may have a significant adverse impact on the environment,

thus warranting the preparation of an Environmental Impact Statement (EIS). DCP will be acting as lead agency on behalf of CPC and will conduct a coordinated environmental review.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Queens Community Boards (CB) 1 and 2, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on August 12, 2024, at 2:00 PM. Instructions on how to view and participate, as well as materials relating to the meeting, will be available at the DCP Scoping Documents webpage (https://www.nyc.gov/site/planning/applicants/scoping-documents.page) and NYC Engage website (https://www1.nyc.gov/site/nycengage/index.page) in advance of the meeting. To continue to allow for broad public participation options, DCP will hold the public scoping meeting remotely.

Comments received during the Draft Scope's public meeting and written comments received up to ten days after the meeting until 5:00 PM on August 22, 2024, will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND TO THE PROPOSED ACTIONS

STUDY AREA HISTORY

THE EARLY HISTORY OF LONG ISLAND CITY

The area was historically home to the Mespeatches Indigenous People. Maspeth, a neighborhood directly east of LIC, derives its name from this people group. Long Island City's early history began along Newtown Creek, where a Mespeatches' village existed. It is said that around 1664, settlers coming from Europe paid the Indigenous People with a small amount of wampum (Indigenous currency) and supplies to take control of an area amounting to approximately 2,200 acres. For many years after, the area today known as Long Island City was primarily farmland.

EVOLUTION INTO AN INDUSTRIAL CENTER

In the late 19th century, the Long Island Rail Road moved its western terminus to Long Island City and the Queens County Supreme Court was constructed. These two events helped to make the area the commercial and civic hub of Queens County. Long Island City had a concentration of

heavy industrial uses, including a bustling working waterfront. Today, much of that industrial past can be seen in the built form, particularly within the Project Area. However, as the city's industrial economy declined reflecting globalization trends, the economy of Long Island City has since broadened to include office space, art institutions and learning institutions such as LaGuardia Community College and the City University of New York (CUNY) School of Law, which have been able to repurpose industrial lofts and redevelop underutilized sites.

NEIGHBORHOOD CONTEXT

Located near the geographic center of New York City, Long Island City features some of the highest levels of transit accessibility in Queens. The Project Area is directly served by extensive subway access at three primary stations. The 21st Street-Queensbridge station at the intersection of 21st Street and 40th Avenue is served by the F subway line. The Queensboro Plaza station located along Queens Plaza South is served by the N, W and 7 subway lines. Lastly, the Court Square station is served by the E, G, M and 7 subway lines. A short distance from the Project Area is the Queens Plaza stations serviced by the E, M and R subway lines. All stations provide direct access to Midtown Manhattan within one to three stops. The Long Island City and Hunters Point Avenue Long Island Rail Road stations provide service out to Long Island and to Midtown Manhattan via Grand Central and Penn Stations. 15 bus lines provide extensive access to Queens, Manhattan, and Brooklyn. The NYC Ferry operates ferry landings at Long Island City and Hunter's Point South with access to Queens, Manhattan, and Brooklyn. Vehicular access to Manhattan via the Ed Koch Queensboro Bridge (59th Street Bridge) and the Queens-Midtown Tunnel provides quick access to other major employment centers.

Along with Downtown Flushing and Downtown Jamaica, Long Island City serves as one of Queens' three primary central business districts and Western Queens' primary industrial, commercial and transportation hub. Recently, Long Island City has seen an uptick in employment with nearly 85,000 jobs added between 2000 and 2022. Industrial and office jobs make up the majority of employment opportunities within the area. In recent years LIC has seen a substantial increase in sectors such as Life Sciences, Media and Entertainment, Breweries, and Distribution.

Dating back to 2015, several planning efforts have centered around portions the study area, all of which were withdrawn prior to approval.

PROJECT AREA

Given the distinct land use patterns comprising the Project Area, the area is described below in three separate subareas. They are, the Waterfront, Long Island City Industrial Business Zone (IBZ), and Inland Sites. The Project Area encompasses the Queens Plaza South, Vernon Boulevard, 44th Drive, and 21st Street Corridors.

WATERFRONT

Waterfront properties account for approximately 0.5 miles of frontage along the East River and Vernon Boulevard, including frontage along Anable Basin. Eight sites account for over 42 acres of Long Island City's waterfront. Anable Basin is a unique inlet off the East River, which is nearly a quarter mile long and 150 feet wide. It is lined with a cluster of buildings that reflect Long Island City's industrial legacy and today exist as vacant, unimproved lots or underutilized low-rise warehouses.

The waterfront subarea is also home to three city-owned sites all located around the intersection of 44th Drive and Vernon Boulevard. On the northern side of 44th Drive is a six-story loft building owned and operated by the New York City Department of Education (DOE). The site is partially

occupied and largely used for storage, office space and other citywide administrative use. To the west of the DOE building is an accessory parking lot for the employees and is owned by the New York City Department of Small Business Services (SBS). On the southern side of 44th Drive is a one-story building owned and operated by the New York City Department of Transportation (DOT). The DOT building is utilized by the DOT's Roadway Repair and Maintenance, Sidewalk Inspection and Management, and Jolt Elimination/Pothole Repair teams.

Con Edison, a public utility company, also maintains property along the waterfront within the study area. The Con Edison Learning Center is used as a training facility and education center for Con Edison staff. It is a critical operation space for the company.

LONG ISLAND CITY IBZ

Industrial Business Zones (IBZs) are specific geographic areas within New York City designated to retain and promote industrial activities. Established in 2006, these zones aim to support industrial firms by offering tax credits for those relocating to IBZs. A key feature of these zones is the commitment to not supporting rezoning these areas for residential use.

The study area contains portions of the Long Island City IBZ. This portion of the Long Island City Industrial Business Zone (IBZ) is comprised of two distinct areas within the Project Area. The larger IBZ area is located east of the waterfront properties bound by Vernon Boulevard to the west, Queens Plaza South to the north, 23rd Street to the east, and mid-block between 44th Road and 44th Drive to the south.

The smaller IBZ area is located east of Queensbridge Houses and north of Queens Plaza South, bounded by 21st Street to the west, 41st Avenue to the South, 23rd Street to the west, and mid-block between 39th Avenue and 40th Avenue to the north.

Additional areas of the Long Island City IBZ remain outside the study area, north of Queensbridge Houses, east of the Sunnyside Railyard, along Newtown Creek and a smaller area north of the Sunnyside Railyard.

The area has long been characterized by a variety of industrial uses. Today it is home to many sectors such as film production, construction warehousing, arts production, and large-scale food production. In more recent years this subarea has seen a growth in uses such as restaurants, breweries, and retail storefronts. Uses permitted include industrial uses such as warehousing and manufacturing uses as well as commercial uses such as retail and restaurants.

INLAND SITES

The Inland Sites make up the remaining portions of the Project Area. The northern most group of Inland Sites are located east of the Queensbridge Houses and south of the smaller IBZ area. It is bounded by 21st Street to the west, Queens Plaza North to the south, 23rd Street to the east, and 41st Avenue to the north.

The second group of Inland Sites are located east of the larger IBZ area, bounded by 23rd Street to the west, 44th Road to the south, 24th Street and mid-block between 24th Street and Crescent Street to the east, and Queens Plaza South to the north.

The third group of Inland Sites are located adjacent to the primary IBZ area and the Waterfront properties, bounded by Vernon Boulevard and 5th Street to the west, 47th Avenue, 46th road and 46th Avenue to the south, 11th Street and 23rd Street to the east, and mid-block between 44th Drive and 44th Road to the north.

The majority of these sites are zoned as Manufacturing or paired Manufacturing and Residential districts. This has yielded a variety of building forms from single story warehouses in the third group to high density mixed-use towers in the second group. However, most sites in this area maintain an industrial character, reminiscent of LIC's past.

D. PREVIOUS PLANNING EFFORTS AND PAST ACTIONS

ONGOING CITYWIDE EFFORTS (2020–2024)

Currently, DCP is proposing a citywide text amendment known as City of Yes for Housing Opportunity. The ongoing project if approved, will have implications for the Long Island City Neighborhood Plan. The proposed changes through City of Yes are incorporated within the proposed Long Island City Neighborhood Plan zoning framework and land use changes.

City of Yes for Housing Opportunity is currently in public review by the Community Boards, Borough Boards, and Borough Presidents. This proposal would expand housing options through zoning reforms that would address the housing crisis by making it possible to build a little more housing in every neighborhood. The key proposals of City of Yes for Housing Opportunity that are most relevant to the Long Island City Neighborhood Plan include: increasing residential Floor Area Ratio (FAR) for MIH areas to align with the proposed Universal Affordability Preference (UAP) program, which provides a preferential FAR that is available for affordable housing at an average of 60% of area median income (AMI) allowing for a broader range of housing at different incomes and providing the opportunity to map MIH Option 3, the Deep Affordability Option that requires 20% of housing to be affordable at an average of 40% AMI, as a standalone option. These proposals, among low-density zoning reforms like allowing Accessory Dwelling Units and modest apartment buildings aim to enable a little more housing in every neighborhood.

NORTHERN HUNTERS POINT WATERFRONT ACCESS PLAN (1997)

In 1997, the Department of City Planning (DCP) submitted an application to amend the Zoning Resolution to establish a Waterfront Access Plan (WAP) at the Northern Hunters Point Waterfront. The amendment implemented several of the public waterfront access recommendations contained in DCP's Plan for Long Island City: A Framework for Development (Fall 1993, "Framework").

Waterfront zoning regulations were adopted for the city's 578 miles of waterfront property in 1993. These regulations apply generally to all uses in Commercial Districts and R6-R10 Districts and commercial uses in Manufacturing Districts. New developments within these districts on zoning lots with at least 100 feet of shoreline and 10,000 square feet of lot area are required to provide a 40-foot shore public walkway and an upland connection between the shore public walkway and the first upland street. A supplemental public access area must also be provided when the required shore public walkway and upland connection area falls below 15 percent of the total lot area. In addition, a visual corridor is required across waterfront zoning lots.

The Northern Hunters Point Waterfront was sub-divided into 12 parcels based on existing and anticipated ownership patterns. Certain elements of the WAP apply to all parcels while others are modified on a parcel-by-parcel basis. Maps Q-1a through Q-1c show the boundaries of the area comprising the Northern Hunters Point Waterfront Access Plan and the location of certain features mandated or permitted by the Plan. The maps can be found in the Zoning Resolution Section 62-951 paragraph (f).

The proposal was adopted by the City Planning Commission on September 3, 1997. To date the WAP has not rendered any waterfront open space as the area has seen no redevelopment since establishment.

SPECIAL LONG ISLAND CITY MIXED USE DISTRICT (2001)

In 2001, the Department of City Planning (DCP) submitted an application to amend the Zoning Map, Section 9b. The changes implemented a key land use recommendation stemming from DCP's "Framework." Three amendments were proposed to provide important and innovative changes to land use regulations. The changes applied to 37 centrally located blocks in Long Island City and guide the development of a compact, well-defined business district with a lively and rich mix of uses. The zoning changes provided targeted increases in the maximum allowable densities for commercial and light industrial businesses and establish urban design regulations to foster new development that responds to the area's diverse built fabric and enhances its distinct sense of place.

The Special Long Island City Mixed Use District (LIC) was established in the core of Long Island City, extending diagonally along Jackson Avenue between Vernon Boulevard in the south to 41st Avenue in the north. The special district consists of the Hunters Point (HP), Court Square (CS) and Queens Plaza (QP) subdistricts. The rezoning area encompasses the eastern end of the Queensboro Bridge and contains portions of Community Districts 1 and 2 in western Queens.

The proposal was adopted by the CPC on May 23, 2001.

HUNTERS POINT SUBDISTRICT (2004)

In 2004, DCP submitted an application to amend the Zoning Map, Section No. 8d and 9b to establish new mixed-use zoning districts throughout a 43-block area of Hunters Point in Long Island City, Queens Community District 2. The amendments included expansion of the boundaries of the existing Long Island City Mixed Use District and the Hunters Point Subdistrict (HP) and established new regulations with regard to the Hunters Point Subdistrict.

The amendments were proposed to promote a vibrant mix of housing, light industry, commercial enterprises and cultural activities in Hunters Point, a neighborhood located in Long Island City between Court Square and Queens West on the East River waterfront. In addition to promoting a dynamic mix of uses, zoning controls set height limits to ensure new buildings fit within the context of the neighborhood to contribute to the city's plans for creating a successful business district in the Long Island City core centered around Queens Plaza and Court Square and to connect the area to the waterfront and Queens West.

The proposal was adopted by the CPC on June 23, 2004.

DUTCH KILLS SUBDISTRICT (2008)

In 2008, DCP submitted an application for amendments to the Zoning Resolution concerning the Special Long Island City Mixed Use District (Article XI, Chapter 7), relating to the addition of the Dutch Kills Subdistrict and expansion of the Special Long Island City Mixed-Use District in Community District 1, Borough of Queens. In conjunction with the related zoning map amendment, the actions facilitated the establishment of the Dutch Kills Subdistrict (DK) within the Special Long Island City Mixed-Use District.

The rezoning responded to concerns that the existing zoning unduly limited residential development and allowed for out-of-scale developments that did not reflect established building patterns and scales. The proposed strategies were similar to those that were undertaken to the Hunters Point subdistrict, providing new, mixed-use contextual zoning designations and extending

the Special Long Island City Mixed-Use District to ensure more predictable building scales appropriate to existing contexts, while allowing a broad mix of uses.

The changes affected 36 whole and 4 partial blocks in Dutch Kills, a community characterized by a diverse mix of residential, community facility, commercial and light industrial uses. The rezoning area is bounded by 36th Avenue to the north, the west side of Northern Boulevard to the east, 41st Avenue to the south, and 23rd Street to the west. The rezoning area is located north and west of Sunnyside Yards and north of the Queens Plaza Subdistrict of the Special Long Island City Mixed-Use District.

The proposal was adopted by the CPC on September 8, 2008.

HUNTERS POINT SOUTH (2008)

In 2008, the New York City Economic Development Corporation (EDC) submitted an application to amend the Zoning Resolution to establish the Special Southern Hunters Point District (SHP District), establish a Waterfront Access Plan (WAP) for a portion of the Newtown Creek shoreline, and modify certain other provisions of the Zoning Resolution. The amendments, in conjunction with related actions, facilitated new development in Hunters Point, in Community District 2, Queens.

The Special Southern Hunters Point District (SHP District) includes a number of modifications and provisions to ensure active, pedestrian-oriented experience and to allow panoramic views Midtown Manhattan, the East River and Newtown Creek waterfronts.

The proposal was adopted by the CPC on September 24, 2008.

HISTORIC DISTRICTS AND LANDMARKS

Designated in 1968 by the Landmarks Preservation Commission, the Hunters Point Historic District (LP-0450) is an approximately one-block district in the Hunters Point neighborhood of Queens. Located along 45th Avenue between 21st and 23rd Streets, the district is noted for the rowhouses comprising a unique variety of architectural styles ranging from Italianate to French Second Empire. The rowhouses began construction in the 1870's and the block continued to be built out into the end of the 19th century. The LPC designated the district on the basis of the high quality of preservation at the time and its distinctive character in the area.

The Queensboro Bridge (LP-0828) was designated as an individual landmark by the LPC in 1974. The bridge was completed in 1908 and opened to the public in 1909 for pedestrian, vehicle, and trolley use. Noted for its historical importance, architectural interest and engineering achievement, the bridge stands today as a major vehicular, bicycle and pedestrian connector between Queens and Manhattan.

Designated in 1982 as an individual landmark by the Landmarks Preservation Commission, the New York Architectural Terra Cotta Works Building (LP-1304) is a two-story building situated along Vernon Boulevard just south of the Queensboro Bridge. The site is the former office headquarters of New York Architectural Terra Cotta Company. As the only major manufacturer of architectural terra cotta, the company had a pronounced role in form of New York City's architecture. The landmarked building is the last remaining remnant of the company and is currently vacant.

E. EXISTING ZONING

The Project Area includes the western portion of Community District 2 and southern portions of Community District 1. Almost the entirety of the Project Area has been rezoned in at least one of the three major City-led rezonings in the area. The 1995 Long Island City Framework Implementation Rezoning affected most of the properties within the Project Area. Later, the 2001 Special Long Island City Rezoning changed the zoning for properties located in the easternmost portion of the Project Area. The 2004 Hunters Point Subdistrict Rezoning affected many of the properties located along the 44th Drive corridor. There are currently no Mandatory Inclusionary Housing (MIH) districts mapped within the Project Area.

The Project Area is mapped R6B, R6A R7A, R9, M1-3, M1-4, M1-4/R6A, M1-4/R7A, M1-5, M1-5/R9, M1-5/R10, and M1-6/R10 zoning districts. Commercial districts mapped as overlays include C1-5 and C2-5 (see **Figure 3**). The existing zoning districts are discussed below.

R6B (WITHIN LIC – HP)

Within the Project Area, R6B is mapped on roughly one partial block at the intersection of 23rd Street and 44th Drive.

R6B is a typical rowhouse district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0. Building base heights must be between 30 and 45 feet, with 10-foot setbacks on a wide street and 15-foot setbacks on a narrow street, before rising to a maximum height of 55 feet.

R6A (WITHIN LIC – HP)

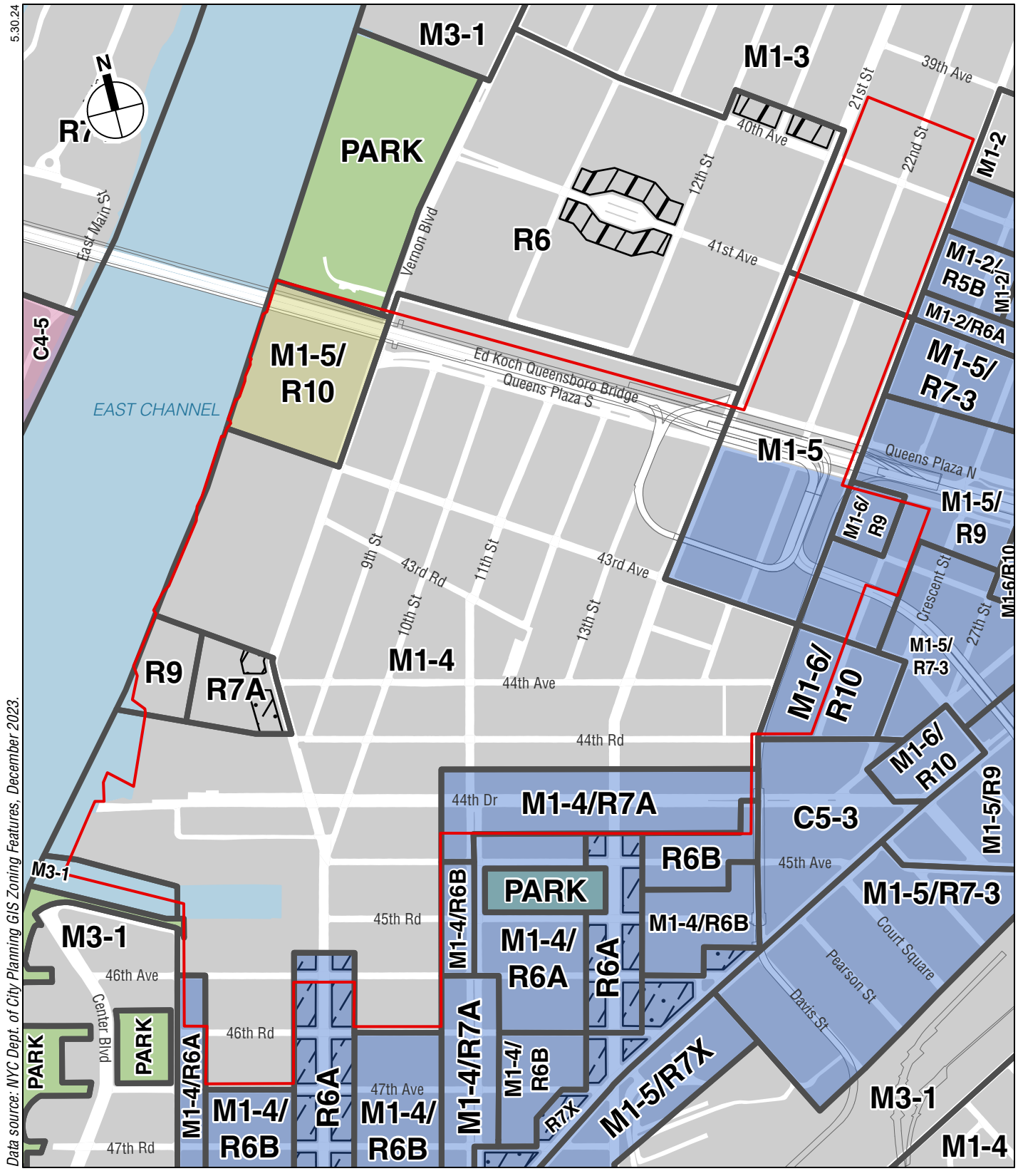
Within the Project Area, R6A is mapped at a 100-foot depth along Vernon Boulevard between 46th Road to the south and a point at the midblock between 45th Road to the north and 46th Avenue to the south.

R6A districts are medium-density contextual district that allows all types of residential and community facility uses. Residential and community facility uses are allowed up to an FAR of 3.0. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 75 feet.

R7A (OUTSIDE LIC)

Within the Project Area, R7A is mapped on roughly one partial block; Vernon Boulevard bounds the district to the east, a Department of Education Building to the south, the R9 zoning district to the west, and the Con Edison property to the north.

R7A is a medium-density contextual residential district that would allow all type of community facility and residential uses. R7A districts permit a maximum residential and community facility FAR of 4.0. Base heights are permitted to be between 40 and 75 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet.



Existing Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 3

R9 (OUTSIDE LIC)

Within the Project Area, R9 is mapped on roughly one partial block; bounded by the East River to the west, a Department of Education building to the south, the R7A zoning district to the east, and the Con Edison property to the north.

R9 is a high-density non-contextual residential district that would allow residential uses and community facility uses of all types. R9 districts permit a maximum residential FAR of 7.52, and a community facility FAR of 10.0. R9 districts, like other non-contextual districts, permit building heights to be governed by either Sky Exposure Plane regulations, or the Quality Housing Program. Where the Quality Housing Program is utilized, base heights are permitted to be between 60 and 95 feet on narrow streets, above which a 15-foot setback is required, and base heights are permitted to be between 60 and 105 feet on a wide street, above which a 10-foot setback is required. feet along a wide street. Building heights may reach a maximum of 135 feet on a narrow street and 145 feet on a wide street.

M1-3 AND M1-5 (OUTSIDE AND WITHIN LIC – QP)

Within the Project Area, M1-3 is mapped on two full and two partial blocks; east of the Queensbridge houses the district is bound by 41st Avenue to the south, 23rd Street to the east, mid-block between 40th Avenue and 39th Avenue to the north and 21st Street to the west.

The M1-5 is mapped on four full blocks and is bisected by the Ed Koch Bridge/Queens Plaza South; the district is bound by 41st Avenue to the north, 21st Street to the west, 43rd Avenue to the south, and 23rd Street to the east.

Both the M1-3 and M1-5 districts are mid-density, light manufacturing districts, which serve as a buffer between other manufacturing districts and adjacent residential or commercial districts. These districts allow all types of retail and commercial uses, general service uses, manufacturing uses, and some types of community facility. Residential uses are not permitted. These M1 districts permit a maximum commercial and manufacturing FAR of 5.0 and community facility FAR of 6.5. The districts permit a maximum building base height of 85 feet or six stories, before Sky Exposure Plane regulations apply to the overall height. Additionally, towers are permitted to penetrate the sky exposure plane, provided they adhere to additional setback and coverage criteria.

M1-4 (OUTSIDE LIC)

Within the Project Area, M1-4 is mapped on 37 full and two partial blocks and accounts for the majority of the Project Area; the district is bound by Queens Plaza South to the north, Vernon Boulevard and the East River to the west, 46th Road, 47th Avenue, and mid-block between 44th Drive and 44th Road to the south, and along 11th Street, 23rd Street and 21st Street to the east.

M1-4 is a non-contextual light manufacturing district, which serves as a buffer between other manufacturing districts and adjacent residential or commercial districts. This district allows all types of retail and commercial uses, general service uses, manufacturing uses, and some types of community facility, residential uses are not permitted. M1-4 districts permit a maximum commercial and manufacturing FAR of 2.0 and community facility FAR of 6.5. M1-4 districts permit a maximum building base height of 60 feet or four stories, before Sky Exposure Plane regulations apply to the overall height. Additionally, towers are permitted to penetrate the sky exposure plane, provided they adhere to additional setback and coverage criteria.

M1-4 / R6A (WITHIN LIC – HP)

Within the Project Area, the M1-4 paired with the R6A district is mapped on one partial block along 5th Street. Paired districts combine a manufacturing and a residential district and are mapped in the Hunters Point Subdistrict (HP) of the Special Long Island City Mixed Use District (LIC). The paired district is bound by 5th Street to the west, 46th, Avenue to the north, a point 100 feet east of 5th Street and 47th Avenue to the south.

M1-4/R6A districts permit a maximum residential FAR of 3.0, an FAR for commercial and industrial uses up to 2.0, and an FAR for community facility uses up to 3.0. In paired districts, the residential envelopes govern building height. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 75 feet. The Hunters Point subdistrict modifies the basic paired district regulations by permitting grocery stores without a maximum size restriction and requiring new street walls to line-up with adjoining buildings.

M1-4 / R7A (WITHIN LIC – HP)

Within the Project Area, the M1-4 paired with the R7A district is mapped on six partial blocks surrounding the 44th Drive corridor. Paired districts combine a manufacturing and a residential district and are mapped in the Hunters Point Subdistrict (HP) of the Special Long Island City Mixed Use District (LIC). The paired district is bound by 23rd Street to the east, mid-block between 44th Drive and 44th Road to the north, mid-block between 11th Street and Vernon Boulevard to the west, and mid-block between 45th Avenue and 44th Drive to the south.

These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. M1-4/R7A districts permit a maximum residential FAR of 4.0, an FAR for commercial and industrial uses up to 2.0, and an FAR for community facility uses up to 4.0. In paired districts, the residential envelopes govern building height. Base heights are permitted to be between 40 and 75 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet.

The Hunters Point subdistrict modifies the basic paired district regulations by permitting grocery stores without a maximum size restriction and requiring new street walls to line-up with adjoining buildings.

M1-5 / R9 (WITHIN LIC – QP)

Within the Project Area, the M1-5 paired with the R9 district is mapped on two partial blocks and one full block immediately south of Queens Plaza South. Paired districts combine a manufacturing and a residential district and are mapped in the Queens Plaza Subdistrict (QP) of the Special Long Island City Mixed Use District (LIC). M1-5 / R9 corresponds specifically to Area B of the Queens Plaza Subdistrict Plan. The paired district is bound by Queens Plaza South to the north, mid-block between 24th Street and Crescent Street to the east, mid-block between Queens Plaza South and 42nd Road and continuing along 43rd Avenue to the south, and 23rd Street to the west.

M1-5/R9 paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The Queens Plaza subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all size, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying regulations. Area B permits a maximum FAR of 8.0 for

all uses. The area permits a minimum base height of 100 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. No overall building height applies.

M1-6 / R9 (WITHIN LIC – QP)

Within the Project Area, the M1-6 paired with the R9 district is mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the Queens Plaza Subdistrict (QP) of the Special Long Island City Mixed Use District (LIC). M1-6 / R9 corresponds specifically to Area D of the Queens Plaza Subdistrict Plan. The paired district is bound by Queens Plaza south to the north, 23rd Street to the west, 42nd Road to the south, and 24th Street to the east.

M1-6/R9 is a non-contextual, high-density light manufacturing district paired with a high-density residential district. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The Queens Plaza subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all size, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying. Area D permits a maximum residential FAR of 8.0, community facility FAR of 10.0, commercial and manufacturing FAR of 15.0. The area permits a minimum base height of 100 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. No overall building height applies.

M1-6 / R10 (WITHIN LIC – QP)

Within the Project Area, the M1-6 paired with the R10 district is mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the Queens Plaza Subdistrict (QP) of the Special Long Island City Mixed Use District (LIC). M1-6 / R10 corresponds specifically to Areas A-1 and A-2 of the Queens Plaza Subdistrict Plan. Portions of Area A-2 area in the Project Area. The paired district is bound by 43rd Avenue to the north, 23rd Street to the west, 44th Road to the south, and 24th Street to the east.

M1-6/R10 is a non-contextual light manufacturing district paired with a high-density residential district. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The Queens Plaza subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all size, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying. Area A-2 permits a maximum FAR of 12.0 for all uses. The area permits a minimum base height of 60 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. No overall building height applies.

C1-5 AND C2-5 COMMERCIAL OVERLAYS (WITHIN LIC –HP)

Commercial overlays are mapped along streets that serve local retail and service needs and are found within residential districts. C1-5 overlays are located across two blocks within the Project Area along Vernon Boulevard at a 100-foot depth where R6A districts are mapped. A C2-5 overlay is located at a 100-foot depth along the western side of Vernon Boulevard between 44th Road and at a point 100 feet north of 44th Avenue.

C1-5 and C2-5 commercial overlays allow residential uses, community facility uses, and commercial uses. C1 and C2 commercial overlays generally permit commercial uses listed in Use Groups V through X, with size restrictions applicable to some retail and many services, amusement, storage and production uses. In R6 and R7 districts, a maximum FAR of 2.0 is permitted for commercial uses. In mixed-use buildings, commercial uses are limited to one or two floors. Existing uses include office space, medical offices, educational facilities, neighborhood grocery stores, restaurants, and beauty parlors.

OFF-STREET PARKING REGULATIONS FOR THE LONG ISLAND CITY AREA

The Project Area is almost entirely located in an area of Long Island City where off-street parking is not required. These regulations allow parking to be provided in a manner that supports a mass transit and pedestrian-oriented central mixed use district.

HUNTERS POINT SUBDISTRICT REGULATIONS

In addition to the special rules mentioned above, the Special District modifies the following:

USE REGULATIONS

Within all paired districts there is no floor area limit to the following uses under Use Group A: Food stores, including supermarkets, grocery stores or delicatessen stores.

STREET WALL REQUIREMENTS

Within R6B, M1-4/R6A, and M1-4/R7A districts, buildings with residences shall have a street wall be aligned with an adjacent existing building. The street wall need not be more than 15 feet from the street line. For corner lots, this depth is reduced to five feet.

Within C1 and C2 districts, all street walls are required to be built coincident with the street line.

QUEENS PLAZA SUBDISTRICT REGULATIONS

In addition to the special rules mentioned above, the Special District modifies the following:

SPECIAL USE REGULATIONS

Uses with a size limitation for M1 Districts under Use Group VI are permitted without a size regulation.

STREETSCAPE REGULATIONS

Streetscape regulations regarding ground floor uses restricts residential uses aside from lobbies along Jackson Avenue, Queens Plaza North, Queens Plaza South, Crescent Street, and portions of other blocks. There are also limitations to the length of a lobby and parking. Additionally, loading berths are not permitted along the designated street frontages.

SPECIAL SIGN REGULATIONS

The Special Subdistrict provides regulations to permit non-flashing signs on the rooftop of non-residential buildings, provided that the sign directs attention to a business conducted within the building. Such signs are only permitted on Queens Plaza South, Queens Boulevard, Queens Plaza East, or Queens Plaza North at a height between 70 and 150 feet above curb level. The regulations limit properties to one sign per zoning lot, a maximum height of 45 feet and 150 feet in maximum width. The regulations also limit illumination into existing residences at time of the application for a permit within 100 feet of the building.

F. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The DCP is proposing the above referenced land use actions in response to objectives and recommendations derived from many years of planning work in and around Long Island City by local community members, elected officials, and City-agencies and through the City's current on-going community engagement process, which was initiated in Fall of 2023. The Department, in collaboration with other City agencies, is developing a plan to achieve shared goals through new zoning districts and other land use actions, expanded programs and services, and capital investments. The Proposed Actions would support community-informed goals of re-envisioning Long Island City to spur housing creation, including affordable housing, development of waterfront open space and job growth, driven by engagement with local Community Boards, elected officials, nonprofits, advocacy groups, residents, businesses, property owners, and various stakeholders.

The current zoning framework in the neighborhood does not permit the full implementation of the Long Island City Neighborhood Plan. This area of the neighborhood was largely overlooked in past rezonings. The Project Area, particularly along the waterfront, was also host to several privately led attempts at rezoning that did not yield any land use changes. Today, new residential development in key areas and along many major corridors is not permitted. Businesses located within the Industrial Business Zone (IBZ) also are restricted from expanding and being responsive to the growing residential population directly east of it in the core.

The Proposed Actions seek to facilitate the implementation of the Plan by comprehensively updating zoning to permit a wider range of uses including residential, commercial, retail, light-industrial, arts-related, community facilities and new open space. The Proposed Actions support new housing and jobs in a neighborhood with very strong public transit access and direct connections to the other major Central Business Districts in eastern Queens and Downtown Brooklyn and Manhattan.

Without the proposed actions, the Project Area's zoning districts permitting residential will continue to produce a small amount of housing compared to the areas around it. Currently, no mechanism exists to mandate inclusionary housing within the entirety of the Project Area. While the establishment of the Long Island City Special Mixed-Use District in 2001 spurred significant development in the last two decades, the Project Area was largely left out of this special district.

Without the proposed actions, the Project Area's manufacturing districts will continue to be dominated by a range of industrial and commercial uses. Due to industrial uses' relatively low employment density, industrial employment in these areas would continue to decline or remain stable. The commercial uses would continue to expand in these districts following a pattern of increasing market trends for entertainment and eating establishments in Long Island City.

Though not part of the Proposed Actions, the Plan calls for strategic infrastructure and community investments. These improvements and investments are in development as part of the on-going planning process and are envisioned to support anticipated growth and new levels of activity and are not directly tied to the Proposed Actions. While the Proposed Actions are integral to the implementation of the overall Plan, they are not dependent on these other, additional components and as such are not part of a coordinated environmental review. Moreover, there are components of the Plan which are not yet known to a sufficient level of detail to include in this analysis.

The Proposed Actions reflect DCP's on-going community engagement process with local Community Boards, community residents, business owners, community-based-organizations, elected officials, and other stakeholders, to achieve the following land use objectives:

- Protect existing affordable housing and generate significant new housing, especially affordable housing that serves diverse types of households and family needs.
- Invest in existing parks and deliver new open space along the waterfront and in the core that is high-quality, resilient, sustainable, and accessible.
- Enhance connectivity with multi-modal transportation, improve safety for pedestrians and bikers, and improve logistics for deliveries, loading zones, and truck access.
- Plan for a more resilient and sustainable Long Island City by addressing existing challenges, planned development, population growth, and climate change.
- Support existing businesses and the creative community, increase local job growth, and improve access to diverse, quality jobs and training.

Each objective is discussed in more detail below.

PROTECT EXISTING AFFORDABLE HOUSING AND GENERATE SIGNIFICANT NEW HOUSING, ESPECIALLY AFFORDABLE HOUSING THAT SERVES DIVERSE TYPES OF HOUSEHOLDS AND FAMILY NEEDS.

The Proposed Actions seek to encourage the development of new housing in an amenity-rich neighborhood. This includes areas where housing is currently allowed as-of-right, by increasing permitted residential densities. It also includes areas where residential uses are not currently permitted, by permitting new residential uses at various densities.

Although City and State led projects to the south of the Project Area have provided significant amounts of affordable housing, most housing production in the neighborhood has been created without affordability requirements. The Proposed Actions would bring broader affordability requirements to the neighborhood through the mapping of Mandatory Inclusionary Housing (MIH) areas. MIH is proposed to be mapped over large parts of the Project Area and would require a portion of all new housing developed to be income restricted.

Separate from the proposed actions through the Long Island City Neighborhood Plan, the ongoing citywide text amendment called City of Yes for Housing Opportunity (CHO) would also have implications for this neighborhood and its ability to offer more affordable housing opportunities. If approved by the City Council later in 2024, CHO would update MIH to allow Option 3 to be a standalone option. Option 3 requires 20% of residential floor area to be used for income-restricted housing units averaging at 40% AMI or lower. If approved, this new stand-alone MIH option will be available to the Long Island City Neighborhood Plan and can be an option to provide more deeply affordable. Community members and elected officials Have raised the need for housing that serves the lowest income residents throughout the engagement process.

INVEST IN EXISTING PARKS AND DELIVER NEW OPEN SPACE ALONG THE WATERFRONT AND IN THE CORE THAT IS HIGH-QUALITY, RESILIENT, SUSTAINABLE, AND ACCESSIBLE.

Today, LIC experiences a lack of open space, particularly within the Project Area. While investments would be required to address existing open space concerns, the Proposed Actions are a meaningful tool in accomplishing the above objective.

Permitting residential uses along the waterfront, in areas where no residential uses are permitted today, at high densities, will promote the redevelopment of underutilized properties and the creation of a connected waterfront open spaces along the east river and Anable Basin. The proposal will also be modifying the existing Waterfront Access Plan (WAP) to guide the development of new, high-quality open space that will connect the waterfront with the surrounding community. The WAP would also incentivize uses and programs to ensure a variety of uses, both active and passive. Moreover, the modified WAP would also require more robust elevation requirements to create a more resilient waterfront, ensuring the waterfront is accessible in the long term. Changing the underlying zoning of waterfront lots would encourage redevelopment and thereby require development of the WAP. The proposed street mapping action will create the framework for the creation of a public open space along the east river that feels public due to its separation from development. This would accomplish a long-held community goal of connecting Gantry State Park to the south to Queensbridge Park to the north.

ENHANCE CONNECTIVITY WITH MULTI-MODAL TRANSPORTATION, IMPROVE SAFETY FOR PEDESTRIANS AND BIKERS, AND IMPROVE LOGISTICS FOR DELIVERIES, LOADING ZONES, AND TRUCK ACCESS.

Despite great access to transit, Long Island City has a constrained street network serving many modes, including pedestrians, cyclists, trucks, and vehicles. Many of these corridors also do not encourage an engaging pedestrian experience.

The Proposed Actions aim to enhance public realm conditions, encourage walkability, active streetscapes, and improve circulation. The proposed Zoning Text Amendment to special district regulations would mandate streetscape improvements and ground floor design standards to enhance pedestrian experience. The proposed changes to the City Map would also support goals of enhancing circulation and providing better access to waterfront sites.

Separate from the proposed actions outlined in the Long Island City Neighborhood Plan, the recently adopted City of Yes for Economic Opportunity citywide text amendment also supports improvements to this area by increasing the number of tenants that can occupy space, introducing updated streetscape guidelines, and a variety of other zoning improvements that make it easier to repurpose existing buildings. Provisions were introduced to accommodate small-scale production businesses and micro-distribution uses in commercial districts, while restricting new auto repair uses to M districts.

PLAN FOR A MORE RESILIENT AND SUSTAINABLE LONG ISLAND CITY BY ADDRESSING EXISTING CHALLENGES, PLANNED DEVELOPMENT, POPULATION GROWTH, AND CLIMATE CHANGE.

As the impacts of climate change increase, Long Island City faces existing and emerging challenges as a rapidly growing waterfront neighborhood. Establishing a continuous, raised shoreline along the waterfront through the WAP is intended to address seal level rise and coastal flooding. Deploying a range of stormwater management strategies and infrastructure is intended to reduce neighborhood flooding and sewer backups.

Separate from the Proposed Actions, the recently adopted City of Yes Carbon Neutrality text amendment encourages green building practices such as providing opportunities for renewable energy generation, building retrofits, and promoting use of sustainable, durable, and local materials are intended to foster neighborhood resilience and sustainability. City of Yes for Housing Opportunity would encourage other green building practices such as adaptive reuse.

The 2021 Zoning for Coastal Flood Resiliency text amendment would further that ensure new development facilitated by these actions on both waterfront and inland sites within the FEMA floodplain can be built to, and exceed, existing flood resiliency standards. Additionally, the Unified Stormwater Rule, modified in 2022, requires that sites over 20,000 sf manage stormwater on site, emphasizing detention, retention, and green infrastructure practices to reduce overall load on existing stormwater and sewer infrastructure during rainfall events.

SUPPORT EXISTING BUSINESSES AND THE CREATIVE COMMUNITY, INCREASE LOCAL JOB GROWTH, AND IMPROVE ACCESS TO DIVERSE, QUALITY JOBS AND TRAINING.

The Project Area is home to diverse, robust, and dynamic ecosystem of job-generating uses. In recent decades, the industrial sector has declined, following citywide trends. This is in part due to the restrictive zoning of the neighborhood's manufacturing districts.

The Proposed Actions seek to expand the permitted commercial and industrial space throughout much of the Project Area. This would provide the opportunity for existing businesses to expand and introduce new businesses to the neighborhood.

G. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions would facilitate development consistent with the vision and goals set in partnership with local stakeholders, elected officials, and city agencies by expanding opportunities for new housing, promoting job growth, diversifying Long Island City's employment base, and improving the public realm.

The Proposed Actions would affect an approximately 54-block area in Long Island City, with a focus on the waterfront north of Anable Basin, manufacturing districts west of the central business district, and key corridors including 44th Drive, Vernon Boulevard, Queens Plaza South and 21st Street. The Proposed Actions consist of the following discretionary approvals:

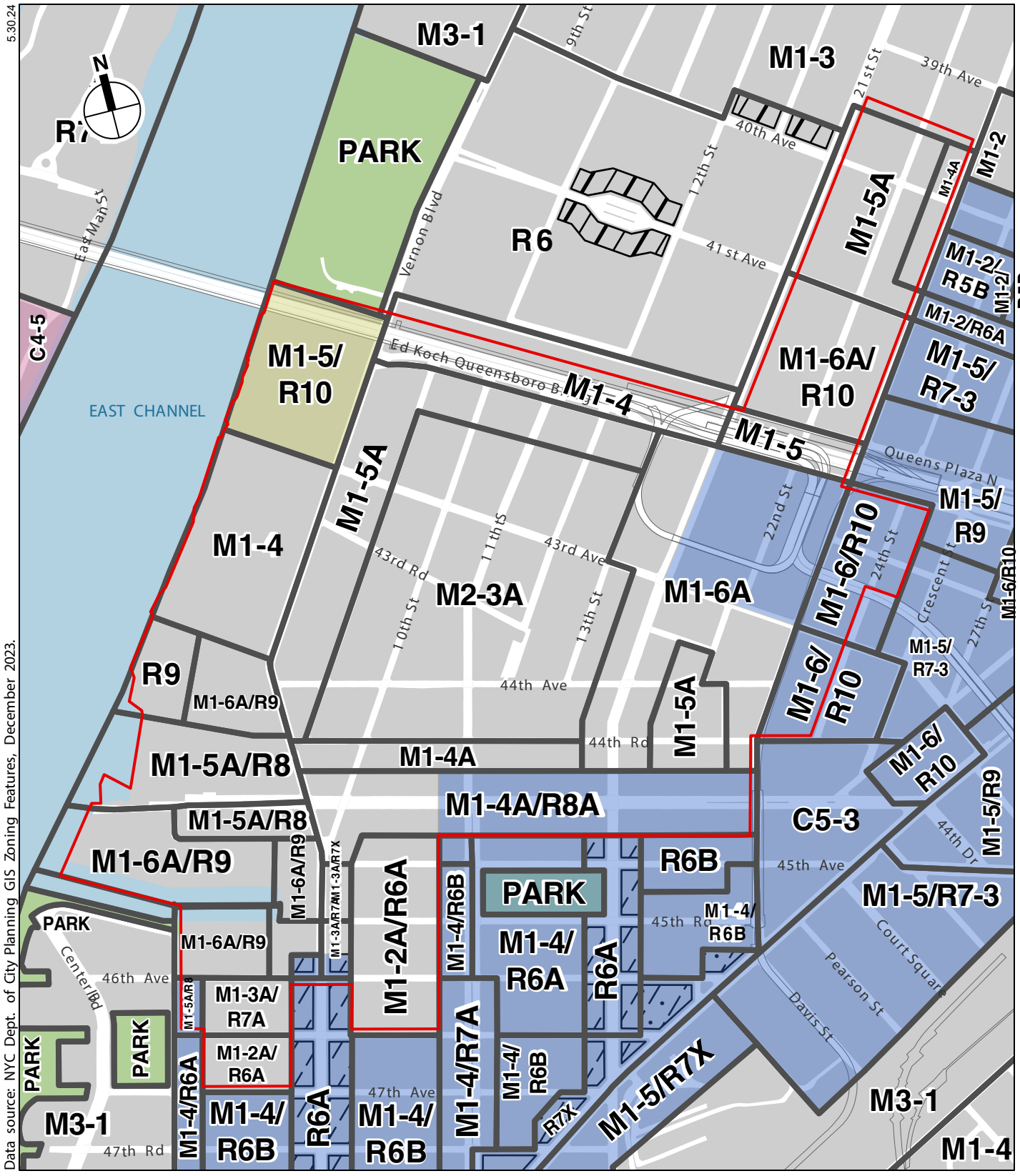
- Zoning Map Amendment (ZM) to:
  - Rezone portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 to M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10, M1-4A, M1-5A, M1-6A and M2-3A.
  - Expand the existing Special Long Island City Mixed-Use District to portions of the study area outside of the existing special district.
  - Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR 62-951, for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the configuration of and varied conditions along the Basin. The WAP would also modify requirements and standards for public access to address the unique character of the Basin and align with modern citywide standards.
- Zoning Text Amendment (ZR) to
  - Appendix F of the Zoning Resolution, to designate Mandatory Inclusionary Housing (MIH) areas to the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 districts.

  - Modify the existing Special Long Island City Mixed Use District (Article XI, Chapter 7) to create special use, floor area, bulk, circulation and parking regulations on both waterfront and non-waterfront blocks and to establish special height, setback, and street wall regulations for buildings on waterfront blocks and on select corridors among other special rules.
  - Create a CPC Authorization to allow for the exemption of school floor area and modified bulk under certain conditions throughout the Special District.
  - Expand the applicability of Zoning for Transit Accessibility to the Project Area.
  - Create a waterfront bulk authorization that allows additional height for sites adjacent to elevated ramps and bridges.
  - Create a CPC chair certification to facilitate the alignment of a loop road on Blocks 489 and 488 and allow for the transfer of development rights across a mapped street on these same blocks.
  - Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
  - Create a CPC chair certification to allow for the modification of height restrictions within the Special Long Island City Mixed Used District following verification that said modifications would not pose a hazard to air navigation.
- MM – Change in City Map to:
  - De-map portions of 44th Drive west of Vernon Boulevard.
  - De-map to narrow portions of 44th Drive between Vernon Boulevard and 5th Street.
  - De-map 44th Road west of Vernon Boulevard.
  - De-map 44th Ave west of Vernon Boulevard.
  - Map new public streets in Block 488; and Block 489.
  - Map portions of Block 489, p/o 23 as parkland.
  - Map a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.
  - Map portions of Block 489, p/o 23 as parkland.
- PP – Disposition of Non-Residential City-Owned Property to
  - Dispose of city-owned property located at Block 24, Lot 7.
  - Dispose of city-owned property located at Block 489, Lot 23 and Lot 1, and Block 488, Lot 15, and Lot 11.
  - Dispose of city-owned property located at Block 428, Lot 12, Lot 13, and Lot 16.
  - Dispose of city-owned property located at Block 429, Lot 13, Lot 15, and Lot 29.

PROPOSED ZONING MAP CHANGES

The Proposed Actions would change the zoning in an approximately 54-block area of Long Island City, as discussed in detail below and shown in **Figure 4** of the EAS form. The Proposed Actions include Zoning Map Amendments to:

- Rezone portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 to M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10, M1-4A, M1-5A, M1-6A and M2-3A.



Proposed Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 4

- Expand the existing Special Long Island City Mixed-Use District to portions of the study area outside of the existing special district.
- Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR 62-951, for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the configuration of and varied conditions along the Basin. The WAP would also modify requirements and standards for public access to address the unique character of the Basin and align with modern citywide standards.

PROPOSED M1-2A/R6A (EXISTING M1-4)

M1-2A/R6A zoning districts are proposed for approximately six blocks:

- An area between 47th Avenue to the south, 46th Road to the north, stretching approximately 400 feet midblock, between 5th Street to the west, Vernon Boulevard to the east.
- An area between 46th Road to the south, 45th Avenue to the north, stretching approximately 400 feet midblock, between Vernon Boulevard to the west, 11th Street to the east.
- A portion of a midblock facing 45th Avenue to the south at a 100-foot depth stretching approximately 400 feet, between Vernon Boulevard to the west, 11th Street to the east.

M1-2A/R6A is a mixed-use district that pairs M1-2A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R6A, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-2A/R6A districts permit a maximum residential FAR of 3.6, when mapped with inclusionary housing, and an FAR for community facility, commercial and industrial uses up to 3.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 65 feet, above which the building must be set back, and may rise to a maximum height of 85 feet, with a maximum of eight stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED M1-3A/R7A (EXISTING M1-4 AND R6A/C1-5)

M1-3A/R7A districts are proposed for approximately three blocks:

- An area between 46th Road to the south, 46th Avenue to the north, stretching approximately 500 feet west from Vernon Boulevard.
- A portion of a block between 46th Avenue to the south, 45th Road to the north at a depth of 100 feet from the eastern side of Vernon Boulevard.
- A portion of a block at the northwestern corner of 46th Avenue and Vernon Boulevard at a depth of 100 feet along 46th Avenue, 75 feet along Vernon Boulevard.

M1-3A/R7A is a mixed-use district that pairs M1-3A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R7A, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-3A/R7A districts permit a maximum residential FAR of 4.6, when mapped with inclusionary housing, and an FAR for community facility, commercial and industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be

allowed a maximum street wall height of 95 feet, above which the building must be set back, and may rise to a maximum height of 125 feet, with a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED M1-3A/R7X (EXISTING M1-4)

M1-3A/R7X districts are proposed for approximately portions of one block:

- A portion of a block between 45th Road to the south, 45th Avenue to the north at a depth of 100 feet from the eastern side of Vernon Boulevard.

M1-3A/R7X is a mixed-use district that pairs M1-3A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R7X, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-3A/R7X districts permit a maximum residential FAR of 6.0, when mapped with inclusionary housing, an FAR for community facility uses up to 5.0 and, commercial, industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 105 feet, above which the building must be set back, and may rise to a maximum height of 145 feet, with a maximum of 14 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED M1-4A/R8A (EXISTING R6B, M1-4 AND M1-4/R7A)

M1-4A/R8A districts are proposed for approximately eight blocks:

- An area between Vernon Boulevard to the west and 23rd Street to the east, along 44th Drive and reaching the midblock on either side of the street at a 100-foot depth.
- A portion of a block facing west towards Vernon Boulevard between 44th Drive to the north and 45th Avenue to the south at a 100-foot depth.

M1-4A/R8A is a mixed-use district that pairs M1-4A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R8A, a high-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-4A/R8A districts permit a maximum residential FAR of 7.2, when mapped with inclusionary housing, an FAR for community facility uses up to 6.5 and commercial and industrial uses up to 5.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 125 feet, above which the building must be set back, and may rise to a maximum height of 155 feet, with a maximum of 15 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED M1-5A/R8 (EXISTING M1-4)

M1-5A/R8 districts are proposed for approximately two blocks:

- Four lots west of Vernon Boulevard at Block 44, Lots 11 and 15 and Block 489, Lots 1 and 3.
- Portions of a block between 46th Road to the south, 46th Avenue to the north along western side of 5th Street at a 100-foot depth.
- A block bounded by 44th Drive to the north, 45th Avenue to the south, Vernon Boulevard to the east and 5th Avenue to the west.

M1-5A/R8 is a mixed-use district that pairs M1-5A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R8, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-5A/R8 districts permit a maximum residential FAR of 7.2, when mapped with inclusionary housing, an FAR for community facility uses, commercial and industrial uses up to 6.5. Mixed-use buildings with residential and non-residential uses are permitted a maximum street wall height of 105 feet above which the building must be set back and may rise to a maximum height of 210 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED M1-6/R9 (EXISTING R7A, R7A/C2-5 AND M1-5/R9)

M1-6/R9 districts are proposed for approximately half of one block:

- Portions of a block between Queens Plaza South to the north, 42nd Road to the south, 24th Street to the west and the midblock between 24th Street and Crescent Street to the east.

M1-6/R9 is a is a paired district within the D Area of the Queens Plaza subdistrict of the Special Long Island City Mixed Use District. The district pairs M1-6, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with R9, a high-density residential district that allows residential uses and community facility uses. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. Paired, these districts permit a maximum residential FAR of 8.0, community facility FAR of 10.0, and a commercial and manufacturing FAR of 15.0. These districts permit a maximum building base height of 150 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets. The district does not limit overall building height.

PROPOSED M1-6A/R9 (EXISTING M1-4)

M1-6A/R9 districts are proposed for approximately four blocks:

- Portions of a block between Anable Basin to the north, 46th Avenue to the south, 5th Street to the west and a line approximately 200 feet west of Vernon Boulevard.
- Portions of a block west of Vernon Boulevard between 45th Avenue to the north and a point approximately 350 feet south of 45th Avenue.
- One lot south of 44th Drive, north of Anable Basin and west of Vernon Boulevard at Block 25, Lot 15.
- Portions of two lots west of Vernon Boulevard along either side of the unbuilt 44th Avenue at an approximately 100-foot depth.

M1-6A/R9 is a mixed-use district that pairs M1-6A, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with R9, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-6A/R9 districts permit a maximum residential FAR of 8.0, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 8.0 and an FAR for community facility uses up to 10.0. Mixed-use buildings with residential and non-residential uses would be permitted a maximum street wall height of 125 feet and a maximum building height of

225 feet. Along wide streets a building setback of 10 feet is required and a setback of 15 feet on narrow streets.

PROPOSED M1-6/R10 (EXISTING M1-5/R9)

M1-6/R10 districts are proposed for approximately two blocks:

- An area between 42nd Road to the north, 43rd Avenue to the south, 23rd Street to the west and the midblock between 24th Street and Crescent Street to the east.

M1-6/R10 is a paired district within the A-2 Area of the Queens Plaza subdistrict of the Special Long Island City Mixed Use District. The district pairs M1-6, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with R10, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. Under the special district, M1-6/R10 districts permit a maximum residential, community facility, commercial and industrial use FAR of 12. This district permits a maximum building base height of 150 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The district does not limit overall building height.

PROPOSED M1-6A/R10 (EXISTING M1-5)

M1-6A/R10 districts are proposed for approximately two blocks:

- An area between 41st Avenue to the north, Queens Plaza North to the south, 21st Street to the west and 23rd Street to the east.

M1-6A/R10 is a paired district that pairs M1-6A, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with R10, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-6A/R10 districts permit a maximum residential FAR of 12.0, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 8.0 and an FAR for community facility uses up to 10.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 110 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The maximum permitted building height is 350 feet.

PROPOSED M1-4A (EXISTING M1-3 AND M1-4)

M1-4A districts are proposed for approximately five blocks:

- An area between Vernon Boulevard to the west, a point approximately 100 feet west of 21st street to the east and the midblock between 44th Road and 44th Drive.
- An area bound by 39th Avenue to the north, 23rd Street to the east, a point 100 feet north of 40th Avenue and the midblock between 22nd and 23rd Streets.
- A portion of the western blocks along 23rd Street between a point at the midblock between 39th Avenue to the north and 40th Avenue to the south and a point 100 feet north of 41st Avenue.

M1-4A is a medium-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. M1-4A permits a maximum

community facility, commercial and manufacturing FAR of 5.0. M1-4A districts permit a maximum street wall height of 125 feet and have a maximum building height of 155 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED M1-5A (EXISTING M1-3 AND M1-4)

M1-5A districts are proposed for approximately 15 blocks:

- An area between 44th Road to the south, Queens Plaza South to the north, Vernon Boulevard to the west and 9th Street to the east.
- A portion of blocks facing north towards Queens Plaza South between 9th Street to the west and 13th Street to the east mapped at a 200-foot depth.
- A portion of a block between 44th Road to the south and 44th Avenue to the north and between a line 200 feet from 21st Street and a line 100 feet from 23rd Street.
- A portion of the block drawn at 100 feet north of 44th Avenue and 100 feet west of 22nd Street.
- An area between 21st Street to the west, 22nd Street to the east, 41st Avenue to the south and a point at the midblock between 40th Avenue to the south and 39th Avenue to the north.
- A portion of a block facing south along 41st Avenue between 22nd Street to the west and 23rd Street to the east at a 100-foot depth.
- A portion of blocks at a 100-foot depth from 22nd Street between 41st Avenue and a point at the midblock between 40th Avenue to the south and 39th Avenue to the north.

M1-5A is a medium-high-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. M1-5A permits a maximum community facility, commercial and manufacturing FAR of 6.5. M1-5A districts permit a maximum street wall height of 155 feet and have a maximum building height of 205 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED M1-6A (EXISTING M1-3 AND M1-4)

M1-6A districts are proposed for approximately 15 blocks:

- An area between 43rd Avenue to the south, Queens Plaza South to the north, 13th Street to the west and 23rd Street to the east.
- An area between 44th Avenue to the south, 43rd Avenue to the north, 22nd Street to the east and 13th Street to the west.
- A portion of blocks along the western side of 21st Street between 44th Avenue to the north and the midblock between 44th Road to the north and 44th Drive to the south at an approximately 100-foot depth.
- A portion of blocks along the eastern side of 21st Street between 43rd Avenue to the north and the midblock between 44th Road to the north and 44th Drive to the south at an approximately 200-foot depth.
- A portion of blocks along the southern side of 43rd Avenue between 21st Street and 22nd Street at a 200-foot depth.
- An area bounded by 43rd Avenue to the north, 22nd Street to the west, 44th Avenue to the south and 23rd Street to the east.

- A portion of blocks along the western portion of 22nd Street between 44th Avenue and a point at the midblock between 44th Drive and 44th Road at a 100-foot depth.

M1-6A is a high-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. M1-6A permits a maximum community facility, commercial and manufacturing FAR of 8.0. M1-6A districts permit a maximum street wall height of 155 feet and have a maximum building height of 245 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED M2-3A (EXISTING M1-4)

M2-3A districts are proposed for approximately 16 blocks:

- An area between 44th Road to the south, 44th Avenue to the north, 9th Street to the west and a point 100 feet west of 21st Street to the east.
- An area between 44th Avenue to the south, 43rd Avenue to the north, 9th Street to the west and a point at the midblock between 13th Street and 21st Street to the east.
- A portion of blocks bounded by 43rd Avenue to the south, between 9th Street and 13th Street at a 200-foot depth south from Queens Plaza South.

M2-3A is a medium-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. M2-3A permits a maximum community facility of 3.0, a manufacturing FAR of 4.0 and commercial FAR of 3.0 or 4.0 depending on use. M2-3A districts permit a maximum street wall height of 95 feet and have a maximum building height of 125 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

PROPOSED MODIFICATION TO NORTHERN HUNTER POINT WATERFRONT ACCESS PLAN (WAP)

The Northern Hunters Point Waterfront Access Plan (WAP) would be modified for the waterfront blocks within the Project Area. The proposed modified WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the configuration of and varied conditions along the Basin and the East River waterfront. The WAP would also modify requirements and standards for public access to expand the neighborhood's public space amenities, facilitate vibrant public spaces, improve coastal resiliency and local ecology, and address the unique character of Anable Basin.

PROPOSED ZONING TEXT AMENDMENTS

The Department of City Planning proposes a series of text amendments to facilitate the Long Island City Neighborhood Plan's land use objectives. The following is a list and description of the proposed text amendments:

SPECIAL LONG ISLAND CITY MIXED-USE DISTRICT (LIC)

The Special Long Island City Mixed Use District's boundaries would be modified to cover the Project Area's paired districts as well as its manufacturing districts. These areas of the Special District would be subject to the proposed actions of the City of Yes for Housing Opportunity provisions.

Modifications to the Special District's regulations are described in more detail below as part of the related zoning text amendment action.

Bulk Regulations

Per the table below, the maximum permitted residential floor area ratios (FARs) and building heights would be modified in the following zoning districts within Mandatory Inclusionary Housing areas:

Table 1

Zoning district	Current maximum residential FARs and maximum building heights		Proposed maximum residential FARs and maximum building heights	
	FAR	Building height (ft)	FAR	Building height (ft)
M1-2A/R6A	3.60	95	3.90	95
M1-3A/R7A	4.60	125	5.00	125
M1-3A/R7X	5.0	145	6.00	145
M1-4A/R8A	7.20	155	7.20	155
M1-5A/R8	7.20	210	7.20	215
M1-6/R10 (LIC QP Subdistrict)	12.00	N/A	12.00	N/A
M1-6A/R10	12.00	350	12.00	N/A

The Special District would also modify non-residential FARs of the proposed zoning districts.

The proposal would also modify the existing 'penthouse' rule where the pairing is a non-contextual residence district and there is a height limitation. The change would switch from a static 40-foot allowance to a percentage-based allowance.

Waterfront Bulk Controls

Along the waterfront, bulk regulations would be modified to apply different yard as well as height setback regulations. Regulations for properties along the waterfront require 40-foot yards along the waterfront instead of the underlaying regulations. Height and setback regulations necessitate a tower form above a base. Above the base, a setback of 30 feet is required landward of the waterfront yard and shore public walkway. Tower size limits and orientation rules prevent a 'walling' off of the shoreline from the upland neighborhood.

Per the table below, districts mapped within the waterfront area would establish a zone to transition between base and tower heights under the Special District:

Table 2

Zoning district	Current maximum residential FARs and maximum building heights		Proposed maximum residential FARs and maximum building heights					
	FAR	Max base height (ft)	Maximum height (ft)	FAR	Max base height (ft)	Max Transition Height Tier 1 (ft)	Max Transition Height Tier 2 (ft)	Max Building Height (ft)
M1-5A/R8	7.2	70	210	7.2	105*	145	215	N/A
M1-6A/R9	8	80	225	9	135*	185	285	N/A
Note: *When developed within 50 feet of the shoreline, a building may rise to a maximum base height of 85 feet.								

A separate application, City of Yes for Housing Opportunity (CHO), proposes a Universal Affordability Preference (UAP), or an as-of-right preferential FAR for affordable and supportive housing in all medium- and high-density districts listed above. In zoning districts where the UAP FAR is higher than the MIH FAR, the MIH FAR for most districts would be raised to meet the UAP FAR, while retaining the set-aside and AMI requirements of the MIH options mapped within that MIH area. MIH programming for the Long Island City Neighborhood Plan is detailed in the following sections. CHO entered public review in April 2024 and is expected to obtain final approval at approximately the same time the Long Island City Neighborhood Plan is scheduled to start the public review process.

Open Space Bonus

The special district would create an open space bonus to generate open spaces large enough to accommodate defined community needs, such as active recreation. The bonus would apply to M1-6A/R9 districts mapped on waterfront lots. Should lots within these districts provide additional open space, they will be able to reach a maximum FAR of 9.0.

Streetscape and Urban Design Regulations

To foster architectural excellence and enhance walkability and vibrancy, the special purpose district would apply active ground-floor and transparency requirements along key commercial corridors as the special district boundaries are expanded. Consistent citywide streetscape regulations are part of the recently adopted Economic Opportunity text amendments and would apply in other areas. The proposed actions would follow citywide regulations as it relates to ground floor and streetscape rules on designated streets in special districts.

Community Facility Floor Area Waiver

To encourage the creation of schools, a floor area waiver for providing certain types of community facilities is proposed. Within the expanded Special LIC Mixed-Use District, the proposed bulk envelope would be modified to accommodate the added bulk.

Height Restrictions

In lieu of the Board of Standards and Appeals (BSA) special permit described in ZR 73-66 for the approval of modifications to height restrictions, a CPC chair certification would be created for sites within the Special District following verification that such modifications would not pose a hazard to air navigation.

New Paired Districts

The Proposed Actions would establish new mixed-use districts including M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-6A/R9 and M1-6A/R10.

MANDATORY INCLUSIONARY HOUSING

The Proposed Actions include an amendment to Appendix F to add the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 districts to the list and maps of Mandatory Inclusionary Housing Areas.

Mapping these districts as Mandatory Inclusionary Housing Areas (MIH Areas) would require a share of new housing to be made permanently affordable where significant new housing capacity would be created. The MIH program requires 20-30% of residential floor area to be made permanently affordable within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH Areas. The program requires permanently affordable housing set asides for all developments over 10 units or 12,500 zoning square feet within MIH Areas or, as an additional option for developments below 25 units and 25,000 square feet, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair affordable housing percentages with different affordability levels to reach a range of low and moderate incomes. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be for affordable to households with an average of 80 percent

of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3, also known as the "Deep Affordability" option, requires that 20 percent of the residential floor area in a building be made affordable to residents at an average of 40 percent AMI. Under the City of Yes for Housing Opportunity proposal currently in public review, Option 3 would be able to be mapped as a standalone option without needing to be paired with Options 1 or 2. The City Council and CPC could apply an additional Option 4, known as the "Workforce" option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30% set-aside at AMIs averaging 115% and does not allow public funding.

PROPOSED DISPOSITION OF CITY-OWNED PROPERTY

The Proposed Actions include the disposition of City-owned property under the jurisdiction of NYC DOT in an area generally bounded by 44th Drive to the north, Vernon Boulevard to the east, 45th Avenue to the south and 5th Street to the west. This action would allow for the disposition of development rights to enable future redevelopment of this site.

Disposition of City-owned property under the jurisdiction of DOE and SBS in an area generally bounded by 44th Drive to the south, Vernon Boulevard to the east, the East River to the west and a point approximately 300 feet north of 44th Drive. This action would allow for the disposition of development rights to enable future redevelopment of these sites.

Disposition of City-owned property under the jurisdiction of NYC DOT in an area generally bounded by 42nd Road to the north, 24th Street to the east, 43rd Avenue to the south and 23rd Street to the west. This action would allow for the disposition of development rights to enable future redevelopment of this site or future merged zoning lot.

Disposition of City-owned property under the jurisdiction of NYC DOT in an area generally bounded by 42nd Road to the north, Crescent Street to the east, 43rd Avenue to the south and 24th Street to the west. This action would allow for the disposition of development rights to enable future redevelopment of this site or a future merged zoning lot.

PROPOSED CHANGES TO THE CITY MAP

The Proposed Actions include changes to the City Map to:

- De-map portions of 44th Drive west of Vernon Boulevard.
- De-map to narrow portions of 44th Drive between Vernon Boulevard and 5th Street.
- De-map 44th Road west of Vernon Boulevard.
- De-map 44th Ave west of Vernon Boulevard.
- Map new public streets in Block 488; and Block 489.
- Map portions of Block 489, p/o 23 as parkland.
- Map a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.
- Map portions of Block 489, p/o 23 as parkland.

The proposed changes to the City Map are intended to rationalize the street network and enhance circulation along the waterfront. The proposed demapping of and mapping of new streets and parkland would facilitate a redevelopment of City-owned land for a mix of uses including significant amounts of affordable housing along with community facility, commercial, light manufacturing, open space, or other uses allowed under the proposed zoning. The proposed mapping actions on Blocks 488 and 489 would reconnect the area to the street grid and surrounding communities and support the redevelopment and remediation of large vacant and underutilized

sites. The proposed street widening would enhance circulation and access to light and air on adjacent lots.

POTENTIAL FUTURE ACTIONS

Independent of the Proposed Actions described above for Long Island City, the Department of City Planning is proposing a series of text amendments known as City of Yes for Housing Opportunity, which seek to promote housing creation citywide. These text amendments are described in detail in Section D. They are expected to enter public review concurrent with the development of this plan. Since these zoning changes would affect the Project Area's residential districts, relevant elements of the proposed text amendments are incorporated into this study's Proposed Actions and analyzed as part of this environmental review in order to provide a conservative analysis.

H. ANALYSIS FRAMEWORK

REASONABLE WORST CASE DEVELOPMENT SCENARIO

In order to assess the possible impacts of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was developed for both the current (No-Action) and proposed zoning (With-Action) conditions for a 10-year period (build year 2035). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Impact Statement (EIS).

To determine the Future With-Action and No-Action conditions, standard methodologies have been used following the CEQR Technical Manual guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development.

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites, including known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenarios for the Proposed Actions was to identify those sites where new development could be reasonably expected to occur.

DEVELOPMENT SITE CRITERIA

Development site criteria were divided into two distinct tracks; one for where mixed-use districts were proposed under the Future With-Action conditions and one where only manufacturing districts were proposed under the Future With-Action conditions.

Development sites were initially identified based on the following criteria where mixed-use districts were proposed under the Future With-Action conditions:

- Lots utilizing less than half of the permitted Floor Area Ratio (FAR) under the relevant proposed zoning with a total size greater than or equal to 5,000 square feet (including potential assemblages totaling 5,000 square feet or more if assemblage seems probable)
  - Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions:
    1. Lots share common ownership and, when combined, meet the aforementioned soft site criteria.

2. At least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than two distinct owners.
3. Additionally, sites with 3,000 to 4,999 sf that are underutilized (defined as vacant, occupied by a vacant building, a building with only a single occupied floor).

- Lots located in areas where changes in use would be permitted.

Development sites were initially identified based on the following criteria where only manufacturing districts were proposed under the Future With Action conditions.

- Lots utilizing less than half of the permitted Floor Area Ratio (FAR) under the relevant proposed zoning with a total size greater than or equal to 20,000 square feet (including potential assemblages totaling 20,000 square feet or more if assemblage seems probable)
  - Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions:
    1. Lots share common ownership and, when combined, meet the aforementioned soft site criteria.
    2. At least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than two distinct owners.
  - Additionally, sites with 15,000 to 19,999 sf that are underutilized (defined as vacant, occupied by a vacant building, a building with only a single occupied floor).

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed land use actions:

- Lots where construction or significant renovation activity is occurring or has recently been completed.
- The sites of schools (public and private), municipal libraries, government offices, union offices with control of their sites, and houses of worship with control of their sites and with limited development potential.
  - These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.
- Lots utilized for public transportation and/or public utilities.
- Lots containing multi-unit buildings (six or more residential units) built before 1974 are unlikely to be redeveloped as they may contain rent-stabilized units.
  - Buildings with rent-stabilized units are difficult to legally demolish due to tenant re-location requirements. Unless there are known redevelopment plans (throughout the public review process or otherwise), these buildings are generally excluded from the analysis framework.

- Certain large commercial structures, such as multi-story office buildings, sites owned and operated by major national corporations.
  - Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Certain active uses which would have difficulty relocating to other areas because of citywide restrictions on the location of said uses.
- Lots whose location, highly irregular shape, or highly irregular topography would preclude or greatly limit future as-of-right development.
  - Generally, development on highly irregular lots does not produce marketable floor space.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the analysis year 2035) while potential sites are considered less likely to be developed over the approximately 10-year analysis period. Potential development sites were identified based on the following criteria:

- Lots whose slightly irregular shapes, topographies, or encumbrances would make development more difficult.
- Lots with three or more commercial tenants, which are less likely to redevelop in the foreseeable future.
- Active businesses, which may provide unique services or are prominent, successful neighborhood businesses or organizations unlikely to move.
- Lots or site assemblages that are occupied by active second-story commercial uses.

Based on the above criteria, 65 development sites (50 projected and 15 potential) have been identified in the rezoning area. These projected and potential development sites are depicted in **Figure 5** and summarized in **Table 3**.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

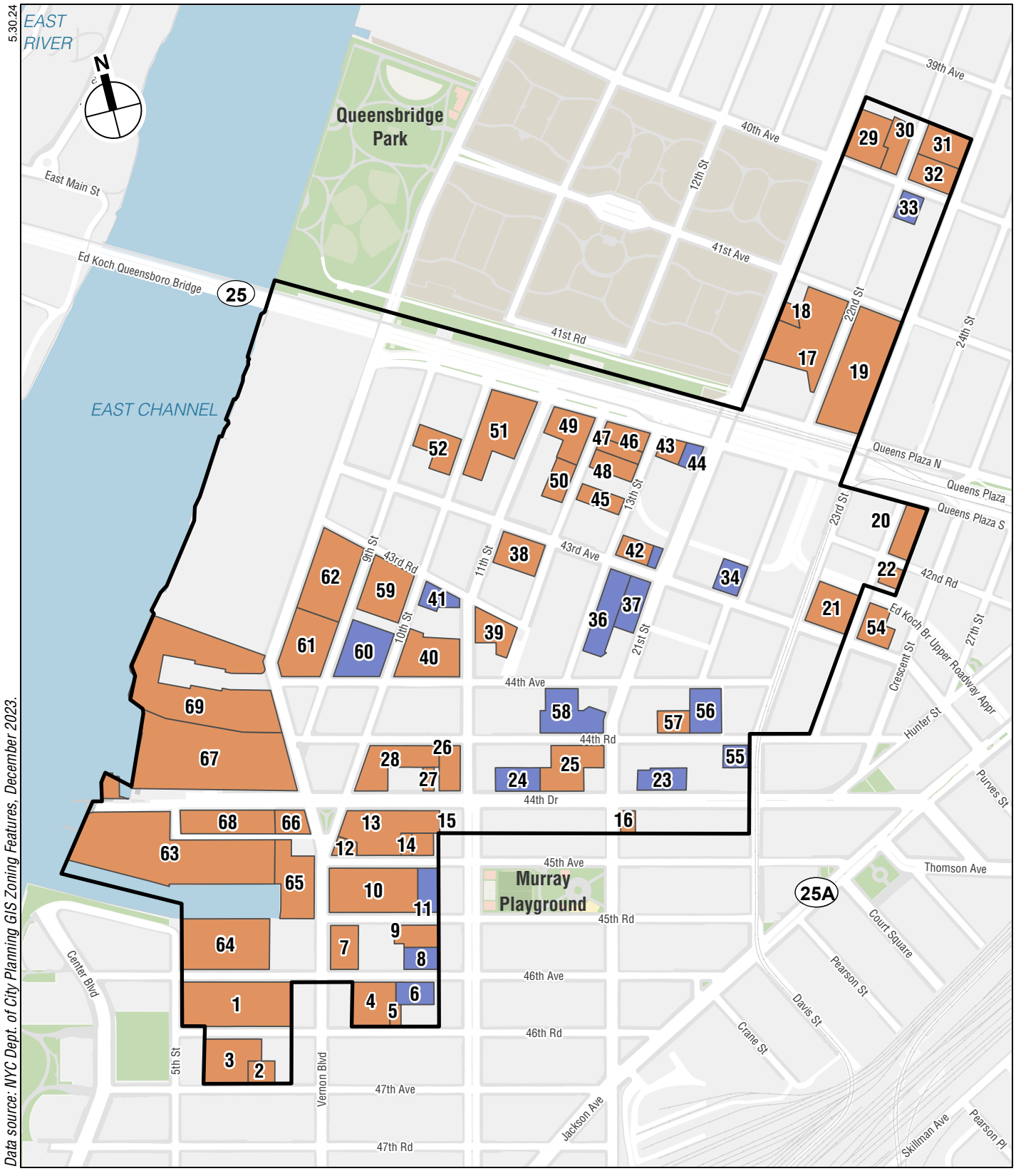
DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

The number of projected dwelling units in residential use buildings is determined by dividing the total amount of residential gross floor area by 850 and rounding to the nearest whole number.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

In the future without the Proposed Actions (No-Action), the identified projected development sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by



Data source: NYC Dept. of City Planning GIS Zoning Features, December 2023.

Project Area

Potential Development Site

Projected Development Site

0 1,000 FEET

Development Sites

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 5

vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. **Table 3** shows the No-Action conditions for the projected development sites.

As shown in **Table 3** below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 5,637,305 sf of built floor area on the 50 projected development sites. Under the RWCDS, the total No-Action development would comprise approximately 2,043 residential units, 295,725 sf of retail, restaurant and grocery store uses, 1,808,364 sf of office space and 1,479,677 sf of industrial space. The No-Action estimated population would include approximately 4,699 residents and 8,901 workers on these projected development sites.

- In a No-Action scenario, new housing growth would likely be limited to where residential development is currently permitted within the Special LIC Mixed-Use District and would not include permanently affordable housing.
- New commercial growth would be limited, with the majority of new development providing additional ground-floor retail uses.
- It is expected that the Project Area's manufacturing districts would continue to comprise of a mix of industrial and commercial uses. However, it is projected that the share of commercial uses would continue to increase as has occurred over the past decades without an updated land use paradigm to provide development incentives and flexibility.

THE FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. In order to present a conservative analysis, the RWCDS analyzed two With-Action scenarios based on potential development options for a City-owned property comprised of Block 489, Lot 23 and Lot 1, and Block 488, Lot 15, and Lot 11. It is anticipated that the Proposed Actions would facilitate the following outcomes:

- An updated zoning framework would permit and expand housing production in certain areas that previously only allowed manufacturing uses or limited housing production.
- The proposed actions would also facilitate the development of MIH units within the neighborhood where new housing developments occur.
- The increases in permitted floor area would enhance flexibility for permitted commercial and manufacturing uses and would induce growth in employment-generating development, including a diversity of uses that have not previously been developed.
- An updated Waterfront Access Plan would expand the open space network along the waterfront with the potential to connect Queensbridge Park to the north with Gantry State Park to the south.
- The WAP would also establish stricter resiliency measures along the waterfront, helping to protect the neighborhood from coastal flooding events.

As shown in **Table 3**, under the RWCDS, the total development expected to occur on the 50 projected development sites under the With-Action Scenario 1 condition would consist of approximately 15,371,444 sf of residential floor area (approximately 15,720 dwelling units), 20-30% of which are expected to be affordable pursuant to MIH, 5,436,301 sf of commercial uses, 906,766 sf of industrial uses, and 339,416 sf of community facility uses. The With-Action Scenario 1 estimated population would include approximately 36,156 residents and 22,778 workers on these projected development sites. The projected incremental (net) change between the No-Action and With-Action Scenario 1 conditions that would result from the Proposed Actions

would be an increase of 13,365,856 sf of residential floor area, 3,332,212 sf of commercial space, 339,416 sf of community facility space, and a net decrease of 572,911 sf of industrial on the projected development sites.

The total development expected to occur on the 50 projected development sites under the With-Action Scenario 2 condition would consist of approximately 15,682,159 sf of residential floor area (approximately 16,038 dwelling units), 20-30% of which are expected to be affordable pursuant to MIH, 5,216,765 sf of commercial uses, 906,766 sf of industrial, and 339,416 sf of community facility uses. The With-Action Scenario 2 estimated population would include approximately 36,887 residents and 21,892 workers on these projected development sites. The projected incremental (net) change between the No-Action and With-Action Scenario 2 conditions that would result from the Proposed Actions would be an increase of 13,682,090 sf of residential floor area, 3,059,206 sf of commercial space, 339,416 sf of community facility space, and a net decrease 572,911 sf of industrial on the projected development sites.

Table 3
Comparison of No-Action and With-Action Development Scenarios for Project Area (RWCDS for Projected Development Sites)

Land Use	No-Action	With-Action Scenario 1	With-Action Scenario 2	Increment 1	Increment 2
Residential					
Residential GSF	2,000,069	15,371,444	15,682,159	13,371,375	13,682,090
Total DUs	2,043	15,720	16,038	13,677	13,995
Affordable DUs @25%	*0*	*3,932*	*4,012*	*3,932*	*4,012*
Affordable DUs @30%	*0*	*4,716*	*4,811*	*4,716*	*4,811*
Commercial					
Local Retail GSF	295,725	844,915	864,915	549,190	569,190
Life Science GSF	0	322,668	322,668	322,668	322,668
Office GSF	1,808,364	4,268,718	4,029,182	2,460,354	2,220,818
TOTAL COMMERCIAL GSF	*2,157,559*	*5,436,301*	*5,216,765*	*3,332,212*	3,059,206
Community Facility					
Community Center GSF	0	339,416	339,416	339,416	339,416
TOTAL CF GSF	*0*	*339,416*	339,416	339,416	*339,416*
Industrial					
Warehouse GSF	838,932	0	0	-838,932	-838,932
Auto-Related	14,936	0	0	-14,936	-14,936
Manufacturing GSF	625,809	906,766	906,766	280,957	280,957
TOTAL INDUSTRIAL GSF	*1,479,677*	*906,766*	*906,766*	-572,911	-572,911

I. PROPOSED DRAFT SCOPE OF WORK FOR THE EIS

Because the Proposed Actions would affect several areas of environmental concern and were found to have the potential for significant adverse impacts in a number of impact categories, based on the EAS and Positive Declaration, an EIS will be prepared that will analyze all technical areas of concern. The EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA) (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The EIS, following the guidance of the 2014 *CEQR Technical Manual*, will include:

- A description of the Proposed Actions and their environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;

- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions, should they be implemented; and
- A description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

As noted above, the EIS will analyze the projected development sites for all technical areas of concern and evaluate the effects of the potential development sites for site-specific effects, such as archaeology, shadows, hazardous materials, air quality, and noise. The analyses in the EIS will examine the RWCDS with the greater potential environmental impact for each impact area. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions: their location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and their impact and gives the public and decision makers a base from which to evaluate the Proposed Actions.

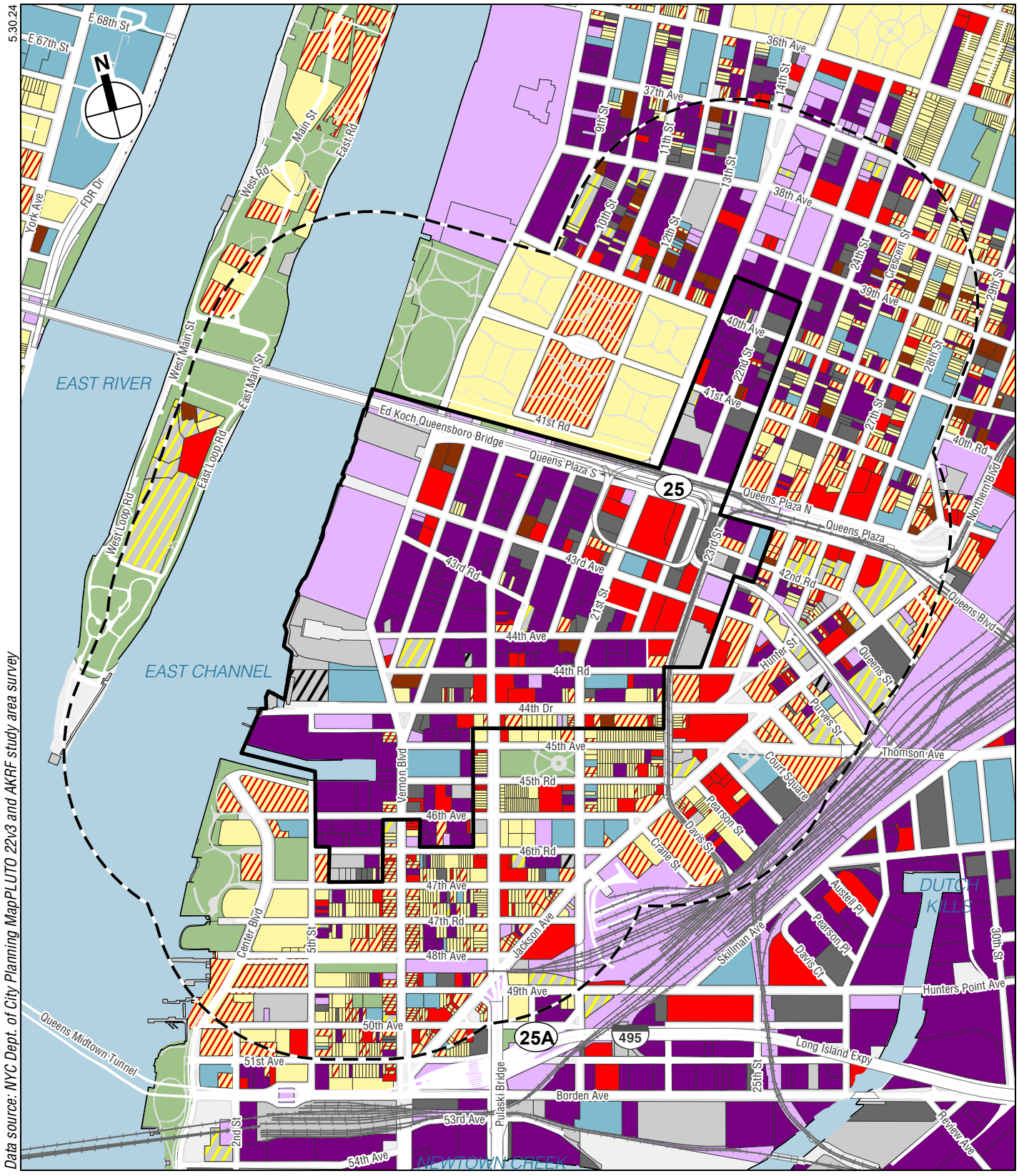
In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, CPC, and the New York City Council. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to the discretionary approvals and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*.

The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced. The secondary land use study area will include neighboring areas within a ¼-mile boundary from the primary study area (see **Figure 6**). The analysis will include the following tasks:

- Provide a brief development history of the primary (i.e., rezoning area) and secondary study areas.
- Provide a description of land use, zoning, and public policy in the study areas discussed above (a more detailed analysis will be conducted for the Project Area). Recent trends in will be noted. Other public policies that apply to the study areas will also be described including Housing New York, Vision Zero, the Food Retail Expansion to Support Health (FRESH)



Project Area
Study Area (1/4-mile perimeter)
Commercial and Office Buildings
Hotels
Industrial and Manufacturing
Open Space and Outdoor Recreation
Parking Facilities
Public Facilities and Institutions
Residential
Residential with Commercial Below
Transportation and Utility
Under Construction
Vacant Building
Vacant Land

0 1,000 FEET

Existing Land Use

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 6

Program, applicable business improvement districts (BIDs), applicable IBZs, and OneNYC, the City's sustainability plan.

- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2035 analysis year and may influence future land use trends. Also, identify known pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions in the future without the Proposed Actions.
- Describe proposed zoning changes and the potential land use changes based on the Proposed Actions' RWCDS for future conditions with the Proposed Actions.
- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on development trends and conditions in the primary and secondary study areas.
- Assess the Proposed Actions' conformity to City policies and goals. Since the Project Area includes the East River waterfront, the EIS will include an assessment of the Proposed Actions' consistency with the Waterfront Revitalization Program (WRP), including policies related to public access. The EIS will also discuss all relevant area planning documents and their implications for existing land use and future development.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. There is the potential for socioeconomic changes when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area as required by CEQR.

For this analysis the socioeconomic study area boundary is similar to the land use study area , pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*. A socioeconomic assessment will assess the potential to change socioeconomic character relative to the study area population. Given that the Proposed Actions are expected to generate a net increase of up to 14,111 DUs, the socioeconomic study area is proposed to be to a half-mile radius from the Project Aera, consistent with the guidance of the *CEQR Technical Manual*.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts related to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct

residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions and will determine the amount of displacement relative to study area population.

The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual* guidelines. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the No Action and With Action conditions in 2035 including any population and employment changes anticipated to take place by the analysis year for the Proposed Actions.

DIRECT BUSINESS DISPLACEMENT

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDS associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate according to the *CEQR Technical Manual*. The Proposed Actions have the potential to exceed the threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

INDIRECT RESIDENTIAL DISPLACEMENT

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. There is the potential for indirect residential displacement if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the analysis will address a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, DCP Factfinder database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median

household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

INDIRECT BUSINESS DISPLACEMENT

The indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would result in net increments that the 200,000-sf CEQR threshold for "substantial" new commercial development warranting a preliminary assessment. The preliminary assessment will entail the following tasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census and discussions with real estate brokers.
- Determine whether the Proposed Actions would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Actions would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Actions would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses, following the *CEQR Technical Manual* guidelines. If warranted by the results of the detailed analysis, further assessment of indirect business displacement due to retail market saturation will be performed.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The analysis of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the future without the Proposed Actions. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

TASK 4. COMMUNITY FACILITIES AND SERVICES

This chapter will identify whether the Proposed Actions would displace any existing community facilities or services.

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the Proposed Actions. The RWCDS associated with the Proposed Actions would add approximately 13,671 to 14,111 (net) new DUs to the area with a range of 3,146 to 4,848 (net) affordable DUs (20% to 30% affordable). This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, libraries, and early childhood programs, according to the *CEQR Technical Manual* guidance and as presented in the EAS document. Therefore, detailed analyses of those facilities will be provided, as detailed below.

PUBLIC SCHOOLS

- In accordance with *CEQR Technical Manual* guidelines, the elementary and middle school analysis would be conducted at a sub-district level, and the high school analysis will be conducted at a borough-wide level. If an action introduces fewer than 50 elementary and middle school age children, or 150 high school students, an assessment of school facilities is not warranted. According to the *CEQR Technical Manual* guidelines, in School District 30, the 50-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces approximately 335 DUs, respectively; the threshold for analysis of high school capacity is 1,500 DUs. As the project increment associated with the RWCDS exceeds the CEQR analysis thresholds for elementary, middle, and high schools in CSD 30, a detailed analysis of schools is warranted.
- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located, pursuant to CEQR guidance. As the Project Area is located within New York City Community School District (CSD) 30, Sub-district 3, the elementary and intermediate school analyses will be based on this sub-district. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.

- The analysis would be conducted pursuant to the guidelines in the *CEQR Technical Manual*. Existing public elementary and intermediate schools serving CSD 30, Sub-district 3 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Queens high schools. Utilization will be presented using the "Target Calculation Method," which is used by the New York City Department of Education (DOE) for capital planning purposes.
- Conditions that would exist in the No Action condition for the sub-districts (for elementary and intermediate school analyses) and the borough (for the high school analysis) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-districts, using the New York City School Construction Authority's (SCA) Projected New Housing Starts as per CEQR Technical Manual guidance. The Queens school districts will be aggregated into a borough total, which will be used for the No-Action borough high school analysis. Plans to alter school capacity either through administrative actions on the part of the DOE, or as a result of the construction of new school space prior to the 2035 analysis year, will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's 2025-2029 Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion. The capacity of transportable classrooms, mini-schools, and annexes will not be included in the future conditions analysis.

- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated by the RWCDS to the projections for the future No Action condition. Impacts will be assessed based on the difference between the future With Action projections and the future No-Action projections (at the sub-district level for elementary and intermediate schools and at the borough level for high schools) for enrollment, capacity, and utilization in 2035.

- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary intermediate, and/or high schools will be made. A significant adverse impact to elementary and intermediate schools may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition; and (2) 100 or more new students generated from the Proposed Actions past the 100 percent utilization rate. A significant adverse impact to high schools may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a utilization rate of high schools in the borough-wide study area that is equal to or greater than 100 percent in the With Action condition; and (2) an increase of five percentage points or more in the utilization rate between the No Action and With Action conditions. If impacts are identified, mitigation will be developed in consultation with SCA and DOE. The number of school seats needed to mitigate any identified impacts, as well as the timing of the impacts, will be provided.

LIBRARIES

- According to *CEQR Technical Manual* guidelines, an analysis of library services is warranted if an action introduces a large residential population (i.e., greater than a 5 percent increase in

housing units served) to a library branch. According to *CEQR Technical Manual* guidance, in Queens, the introduction of 663 residential units would represent a five present increase in DUs per branch. As the RWCDS associated with the proposed rezoning exceeds this threshold, an analysis of libraries is warranted.

- Local public library branch(es) within the borough of Queens serving the area within approximately ¾-mile of the Project Area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with Queens Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For No Action conditions, projections of population change in the study area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With Action condition will be estimated and compared to the No Action holdings estimate.
- If the Proposed Actions would increase a branch library's ¾-mile study area population by five percent or more over No Action levels, and it is determined, in consultation with the Queens Public Library, that this increase would impair the delivery of library services in the study area, there may be a significant adverse impact warranting consideration of mitigation.

CHILD CARE CENTERS

- If an action introduces 20 or more children under age five eligible for publicly funded early childhood programs, an assessment of these services is warranted. According to *CEQR Technical Manual* guidelines, in Queens, this threshold is achieved if an action introduces at least 139 affordable housing units. As the RWCDS associated with the proposed rezoning exceeds this threshold, an analysis of public funded early childhood programs is warranted.
- Existing publicly funded early childhood programs within approximately 1.5 miles of the Project Area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the DOE.
- For No Action conditions, information will be obtained for any changes planned for early childhood programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations using the No-Action RWCDS, will be discussed as potential additional demand, and the potential effect of any population increases on demand for early childhood programs in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No Action condition.

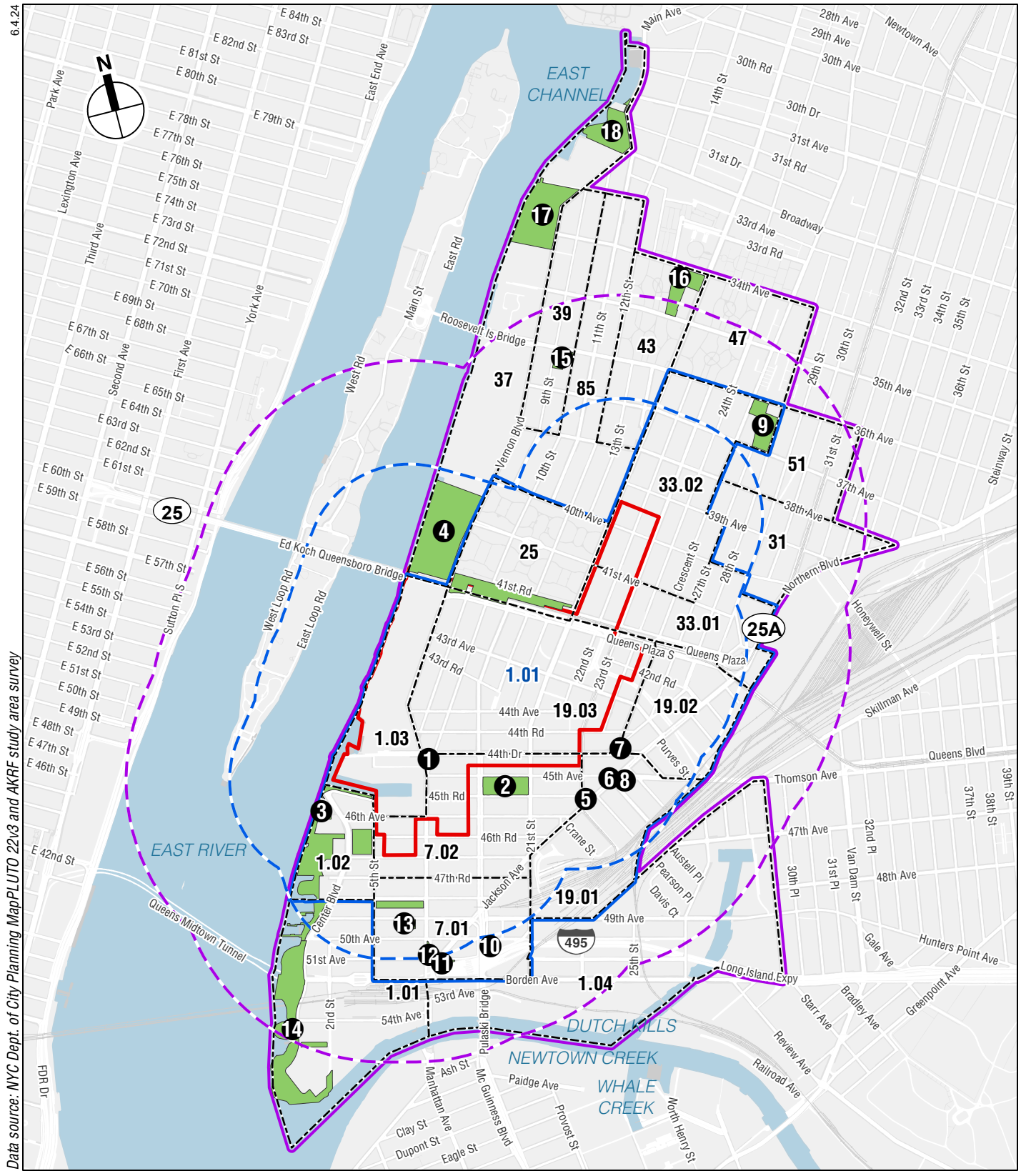
- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity in the With Action condition to a net demand over capacity in the No Action condition. In accordance with CEQR guidance, the early childhood programs analysis will assume that 20 percent of the RWCDS housing units (an increment of approximately 3,146 to 3,234 units) would be targeted for households with incomes of 80% AMI or below (which is used as a proxy for eligibility for early childhood programs).
- A determination of whether the Proposed Actions would result in significant adverse impacts to early childhood programs will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the early childhood programs in the study area that is greater than 100 percent in the With Action condition; and (2) an increase of five percent or more in the collective utilization rate of the early childhood programs in the study area between the No Action and With Action conditions.
- A qualitative discussion of the existence of Universal 3-K and Pre-K can accompany the early childhood program analysis. Universal 3-K and Pre-K provide limited hours and a limited school year compared to early childhood programs and are thus not a direct replacement for such programs. However, they do expand access to education for 3-4-year-old children and may alleviate some demand from families residing in low and low/middle income units who do not require the extended programming.
- The need for an emergency services analysis will be determined in consultation with City agencies.

TASK 5. OPEN SPACE

In accordance with *CEQR Technical Manual* guidance, a preliminary quantitative assessment of open space is performed if an action would have a direct effect on an open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size. There are indirect effects when the population generated by an action would be sufficiently large to significantly diminish the ability of an area's open space to serve the future population. An assessment of indirect effects is warranted if the Proposed Actions would generate more than 200 residents or 500 nonresidents, or a similar number of other nonresidential users (e.g., the population introduced by a new university or college). These preliminary screening thresholds are generally accepted baseline guidance for considering when new population generated by a proposed project in the City may start to affect the use and enjoyment of open space in an identified study area.

The Proposed Actions would introduce both new residents and new workers populations that exceed their respective CEQR thresholds for indirect effects mentioned above. Therefore, an assessment of both residential and nonresidential open space is warranted and will be provided in the EIS. The open space analysis will consider both passive and active open space resources and calculate open space ratios. Passive open space ratios will be assessed within a residential (½-mile radius) study area and a nonresidential (¼-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas would generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and ½-mile radius of the Project Area, respectively (see **Figure 7**).

For the purposes of this analysis, it may be appropriate to create sub-areas to better understand the localized effect the Proposed Actions may have on open space resources. If necessary, existing



Open Space Resources

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 7

characteristics of the study area will be considered when creating sub-areas for assessment (e.g., where centers of residential density are located how existing land uses affect open space demand, features present in the study area that may serve as boundaries, etc.).

As none of the identified projected developments sites include any publicly accessibly open space, the Proposed Actions would not result in direct effects due to physical displacement or alteration of any open space resources, changes in resources' use, or limits on public access. An assessment of direct effects related to other technical areas, including from noise or air pollutant emissions, or shadows, will be presented in the relevant chapters of the EIS; the Open Space assessment will reference those chapters.

The detailed open space analysis in the EIS will include the following subtasks:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study area, 2020 U.S. Census data will be compiled for census tracts comprising the nonresidential and residential open space study areas. As the study areas may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on U.S. Census Bureau LEHD Origin-Destination Employment Statistics (LODES).
- Existing open spaces within the ¼-mile and ½-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined, and the total study area acreages will be calculated. The percentage of passive and active open space will also be calculated.
- Based on the inventory of open space facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential population and compared to City guidance to assess adequacy, including whether the Project Area is located in an identified walk gap of the City as defined by NYC Park's "Walk to a Park" program. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.
- Expected changes in future levels of open space supply and demand in the 2035 analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. The open space ratios will be calculated for future No Action conditions and compared with exiting ratios to determine the change in future levels of adequacy.
- Effects on open space supply and demand resulting from the increased residential and worker populations added as a result of the Proposed Actions will be assessed. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the future No Action condition versus future With Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are considered to have ample open space, given the type (active or passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

TASK 6. SHADOWS

This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts. A shadows analysis assesses whether new structures would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of that impact. Generally, an analysis is conducted if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Actions would result in buildings greater than 50 feet in height and therefore has the potential to result in shadow impacts. The EIS will therefore assess the RWCDS on a site-specific basis for potential shadowing effects of new developments at both the projected and potential development sites on sunlight-sensitive uses and disclose the range of shadow impacts, if any. The shadows analysis in the EIS will include the following tasks:

- A preliminary shadows screening assessment will be prepared to determine whether the projected and potential development shadows may potentially reach any sunlight-sensitive resources at any time of year.
  - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow on December 21, the winter solstice). A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
  - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
  - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the projected and potential development sites identified in the RWCDS, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.
- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDS (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No Action), which will be compared to the future condition resulting from the Proposed Actions (With Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional

(incremental) shadow cast by the projected and potential developments. The detailed analysis will include the following tasks:

- The analysis will be documented with graphics comparing shadows resulting from the No Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.
- A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
- The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. As the Proposed Actions would induce development that could result in new in-ground disturbance, demolition of existing buildings, and new construction, the Proposed Actions have the potential to result in impacts to archaeological and architectural resources.

Impacts on historic architectural resources will be examined for the projected and potential sites and the surrounding area. The architectural resources study area is defined as the directly affected area (i.e., the proposed rezoning area), plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only for projected and potential development sites where new in-ground disturbance is expected as compared to the No Action condition. Architectural resources may be directly affected through demolition and construction activities and indirectly affected through visual and contextual changes. Therefore, consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks.

- Provide an overview of the study area history and land development.
- Initiate consultation with the New York City Landmarks Preservation Commission (LPC) to request a preliminary determination of archaeological sensitivity for any projected and potential development sites where new in-ground disturbance is expected as a result of the Proposed Actions. If LPC determines that no sites are potentially archaeologically significant, no further archaeological analysis will be required.
- If LPC determines that any of the projected or potential development sites are potentially archaeologically significant, one or more Phase 1A Archaeological Documentary Studies ("Phase 1A Studies") will be prepared for those projected and potential developments sites identified as requiring further study. The Phase 1A Study/Studies would assess the potential archaeological sensitivity of each potentially archaeologically significant projected or potential development site with respect to both precontact and historic archaeological resources. The Phase 1A Study or Studies would document each development site's precontact and historic contexts, environmental setting, development history, and past disturbance in order to identify any areas of potential archaeological sensitivity. The Phase 1A Study or Studies will also make recommendations regarding the need for additional archaeological analysis (e.g., a Phase 1B Archaeological Investigation[s]) as needed. The Phase 1A Study or Studies would be submitted to LPC for review and comment and its conclusions would be summarized in the EIS.

- In the event that the Phase 1A Study or Studies determines that any of the potential or projected development sites are potentially archaeologically significant, a Phase 1B Archaeological Investigation—e.g., field testing in advance of construction or monitoring during construction—of that site would be recommended.
- If any development sites are identified as having archaeological potential in the Phase 1A Study/Studies and LPC concurs, the Proposed Actions effect on those resources will be evaluated to determine if a significant adverse impact would result due to the Proposed Actions. In the event that LPC concurs with the conclusions of the Phase 1A Study or Studies that one or more projected or potential development sites are controlled by the City of New York or the DCP or if the site's eventual redevelopment is subject to CEQR, then the Phase 1B Archaeological Investigation would be completed in coordination with LPC to determine if archaeological resources are present or absent. If subsequent archaeological analysis is determined necessary in consultation with LPC (e.g, a Phase 2 Archaeological Survey/Evaluation or a Phase 3 Data Recovery/Mitigation), then those investigations will be completed in coordination with LPC. In the event that all necessary phases of archaeological analysis are completed and LPC concurs with the results of each phase of analysis, then the proposed project would not result in a significant adverse impact on archaeological resources.
- If the Phase 1A Study or Studies determine that one or more potential or projected development sites is potentially archaeologically significant, but the site is not owned or controlled by the City of New York or DCP, or if the site's eventual development is not subject to CEQR, then there may be no mechanism in place under CEQR to ensure that the Phase 1B Archaeological Investigation/testing of that site occurs prior to its redevelopment. In that situation, the proposed project may result in a significant adverse impact that cannot be mitigated. In the event that a significant adverse impact on archaeological resources is expected, LPC will be consulted with respect to possible mitigation measures available to address those impacts.
- In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources will be identified in the project and study area and include: New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, New York City Historic Districts (NYCHDs); resources calendared for consideration as one of the above the by LPC; resources listed on or formally determined eligible for inclusion on the state or national registers of historic places (S/NR), or contained within a district listed on or formally determined eligible for listing on the S/NR; resources recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks.
- Conduct a field survey of the project and study area to identify any properties that may meet S/NR and/or NYCL eligibility criteria but have not been designated (potential architectural resources). The field survey will be supplemented with research at relevant repositories and online sources as warranted, and information will be provided to LPC for review and determinations of significance.
- Assess the potential impacts of the Proposed Actions on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No Action condition and future With Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.
- If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that currently allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate. The *CEQR Technical Manual* also recommends an analysis of pedestrian wind conditions for projects that result in the construction of large buildings at locations that experience high wind conditions (such as on the waterfront), which may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. If directed by the lead agency, a pedestrian wind conditions analysis would be prepared.

As the Proposed Actions would expand the existing special Long Island City Mixed-Use District to portions of the Rezoning Area outside of the existing special district and modify the Northern Hunters Point Waterfront Access Plan, a preliminary assessment of urban design and visual resources will be provided in the EIS. In accordance with the *CEQR Technical Manual,* the urban design study area will be the same as that for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area boundary), including the view corridors from which such resources are visible to the public. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, "Land Use, Zoning, and Public Policy," the changes expected in the urban design and visual character of the study area due to known development projects in the future No Action condition will be described.
- Potential changes in the urban design character of the study area as a result of the Proposed Actions will be described. For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

A detailed analysis in accordance with *CEQR Technical Manual* guidelines will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed urban design and visual resources analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis will describe the potential changes to urban design and visual resources in the With Action condition, in comparison with the No Action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9. NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life

processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils, and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife. The EAS will include an analysis of natural resources following CEQR guidance, as described below. Much of the Project Area and surrounding area has been developed with buildings and paved surfaces. As such, vegetation is limited and there is minimal habitat to support native wildlife. However, portions of the Project Area are less developed (i.e., the shoreline of the East River, the Queensbridge Park, and an undeveloped lot bounded by 44th Road, Vernon Boulevard, Con Edison – The Learning Center, and the East River) and may support additional native wildlife. Therefore, the study area for the natural resources assessment will consist of the Project Area and the immediate vicinity. The Project Area is within the limits of the Brooklyn-Queens sole source aquifer.

The natural resources assessment will characterize the existing resources in the study area, including terrestrial natural resources (plants and wildlife), groundwater resources, and aquatic resources within the East River on the basis of existing information and results of site reconnaissance, such as the following:

- Existing information identified in peer reviewed literature and obtained from government and non-government agencies;
- U.S. Geological Survey (USGS) Maps, including groundwater maps identifying the Brooklyn-Queens Sole Source Aquifer;
- Soil Survey Geographic Database (SSURGO) Soils Maps;
- NYSDEC tidal and freshwater wetlands and streams maps;
- U.S. Fish & Wildlife Service (USFWS) National Wetland Inventory;
- Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (FIRM);
- DEP Harbor Water Quality Survey reports and data;
- DEP City-Wide Long Term Combined Sewer Overflow (CSO) Control Planning Project reports;
- New York State Breeding Bird Atlas, 2000-2005 and 2020-2024;
- Information from the USFWS Information for Planning and Consultation (IPaC) system, National Marine Fisheries Service (NOAA Fisheries), and NYSDEC Natural Heritage Program regarding protected species; and
- Results of two reconnaissance investigations conducted within the study area during the growing season to document existing ecological conditions in the study area. The reconnaissance investigations will identify and characterize ecological communities, wildlife, wetlands, and aquatic resources.

The future conditions for the natural resources within the Project Area in the No Action condition will be described in the EAS as the baseline condition. The potential effects of the Proposed Actions on natural resources, in comparison with the No Action condition, will be assessed including impacts on groundwater, floodplains, wetlands, aquatic resources, terrestrial resources, and protected species. The assessment will consider the potential short-term and long-term impacts of development anticipated under the reasonable worst-case development scenario associated with

the Proposed Actions, including beneficial impacts to wildlife from any landscaping and establishment of street trees that would be implemented as part of the Proposed Actions and will include recommended measures to minimize adverse impacts to existing natural resources and to enhance resources with the Proposed Actions.

TASK 10. HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials assessment will determine which, if any, of the projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. For assessment such as area-wide zonings, certain elements of a typical Phase I Environmental Site Assessment (ESA) scope, such as site inspections, may not be possible. The Proposed Actions include an area-wide rezoning, and nearly all of the identified projected and potential development sites are not under City ownership. As such, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation in accordance with Section 11-15 (Environmental Requirements) of the ZR of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations or, for any City-owned parcel, a restriction comparable to an (E) designation through a future Land Disposition Agreement (LDA) between the City and the selected developer.

The hazardous materials assessment for the DEIS will include the following tasks:

- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the projected and potential development sites and the surrounding area, to develop a profile of the historical uses of properties;
- Review and evaluate relevant existing data, including updated regulatory database listings for the site and neighboring properties; and

Prepare a summary of findings and conclusions for inclusion in the EIS to determine where (E) designations or comparable restrictions may be appropriate.

TASK 11. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or wastewater collection and treatment systems and, if so, assesses the effects of such actions to determine whether their impact is significant.

The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater.

As described in the EAS for the Proposed Actions, an analysis of the City's water supply is warranted because the Proposed Actions are expected to result in an incremental demand for water of more than one million gallons of water per day (gpd) compared to the No Action condition. A

preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is also warranted because the Proposed Actions are expected to result in more than 400 residential units and over 150,000 sf of commercial space, the applicable thresholds for combined sewer areas in Queens. Therefore, the EIS will include an assessment of the Proposed Actions' potential effects on wastewater and stormwater infrastructure and the Department of Environmental Protection (DEP) will be consulted in preparation of this assessment.

For the purposes of the analysis, the projected incremental water demand and sanitary sewage generation for both With Action Condition 1 and With Action Condition 2 will be estimated to determine which condition would result in higher demand and generation, and that condition will be selected as the worst case scenario for analysis.

WATER SUPPLY

- The existing water distribution system serving the Project Area will be described, based on information obtained from DEP.
- The existing water demand generated on the projected development sites will be estimated.
- Water demand generated by the projected development sites identified in the RWCDS will be projected for the future No Action condition and With Action condition.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand on the projected development sites in the With Action condition and the demand in the No Action condition.

WASTEWATER AND STORMWATER INFRASTRUCTURE

- The appropriate study area for the assessment will be established in accordance with the guidance of the *CEQR Technical Manual* and in consultation with DEP. The Project Actions' Project Area is located within the service area of the Bowery Bay Wastewater Resource Recovery Facility (WWRF).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on the sites will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Project Area will be described based on records obtained from DEP. The existing flows to the Bowery Bay WRRF, which serves the Project Area, will be obtained for the latest available twelve-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the projected development sites will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the projected development sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the site will be determined based on the DEP volume calculation worksheet.

- Sanitary sewage generation for the projected development sites identified in the RWCDS will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Bowery Bay WWTP.

A more detailed assessment may be required if action-generated incremental sanitary or stormwater discharges are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and in coordination with DEP and DCP.

TASK 12. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. According to the CEQR Technical Manual, if a project's generation of solid waste in the With Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required. As the Proposed Actions are expected to result in a net increase of more than 50 tons of solid waste per week, compared with the No Action condition, based on standard solid waste generation rates, an assessment of solid waste and sanitation services is warranted. This chapter will provide an estimate of the anticipated solid waste expected to be generated by the projected development sites under the RWCDS, using Table 14-1 of the CEQR Technical Manual, and assess its effects on the City's solid waste and sanitation services.

This assessment will:

- Describe existing and future New York City solid waste collection and disposal practices. This analysis will take into account the Commercial Waste Zone Program which will be in place by the analysis year of 2035.
- Estimate solid waste generation by the RWCDS projected development sites for existing, No Action, and With Action conditions.
- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's SWMP will also be assessed.

TASK 13. ENERGY

In accordance with the *CEQR Technical Manual,* an EIS is to include a discussion of the effects of a proposed action on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, an action does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed, as recommended in the *CEQR Technical Manual*.

Based on the above, an analysis of the projected additional demand from the Proposed Actions will be provided in the EIS. The EIS will disclose the projected amount of energy consumption

during long-term operation resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation will be estimated based on the average and annual whole-building energy use rates for New York City. If warranted, the Mayor's Office of Climate and Environmental Justice (MOCEJ) and/or the power utility serving the area (National Grid) will be consulted.

TASK 14. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists, and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, commercial, community facility, and industrial development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies will be a key focus of the EIS.

TRAVEL DEMAND AND SCREENING ASSESSMENT

A detailed travel demand forecast (a Level 1 screening assessment) will be prepared for the Proposed Actions' RWCDS using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously-approved studies, and other references. The travel demand forecast will summarize the travel demand by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast will also identify the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast are summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) technical memorandum, which is provided in **Appendix X**. In addition to the travel demand forecast, detailed vehicle, pedestrian, and transit trip assignments (a Level-2 screening assessment) will be prepared to validate the traffic intersections and pedestrian/transit elements selected for quantified analysis.

TRAFFIC

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections with the highest concentrations of action-generated demand. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be identified in consultation with the lead agency based upon the assignment of project-generated traffic and the guidelines presented in the *CEQR Technical Manual*. Known congested locations will also be considered.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions, should it be warranted:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the Project Area and along key routes leading to and from the Project Area.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts. If needed, vehicle classification counts and travel time studies (speed runs) will be conducted to provide supporting data for air quality and noise analyses. Per *CEQR Technical Manual* guidance, turning movement count data will be collected at each analyzed intersection during the

weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts, and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Departments of Transportation (DOT) and DCP.

- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analyzed intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Synchro software.
- Based on available sources, U.S. Census data and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the future without the Proposed Actions (the No-Action condition) as well as the demand from other major developments planned in the vicinity of the study area by the analysis year of 2035. This will include total peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives, if any, will be included in the future No-Action network as applicable.
- Compute the future 2035 No Action traffic volumes based on approved background traffic growth rates for the study area (0.50 percent per year for years one through five, 0.25 percent for years six and beyond, per *CEQR Technical Manual* guidance) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by the 2035 analysis year, and determine the No Action v/c ratios, delays, and LOS at analyzed intersections.
- Using Census data, standard references including the *CEQR Technical Manual*, and data from previous studies, develop a travel demand forecast for the projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDS. For each analyzed peak hour, determine the net change in vehicle trips expected to be generated by the projected development sites under the Proposed Actions. Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2035 future with the Proposed Actions condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential

traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

TRANSIT

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by MTA and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. The Proposed Actions' RWCDS is expected to generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses based on *CEQR Technical Manual* criteria.

SUBWAY

Action-generated trips could use nearby subway stations. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed transit analyses will include the following subtasks:

- Identify for analysis those subway stations expected to be used by 200 or more action-generated trips in one or more peak hours. At each of these stations, analyze those stairways and fare entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Determine existing weekday AM and PM peak hour demand at analyzed subway station elements using new count data or available data from secondary sources, and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at analyzed subway station elements in the No Action condition using approved background growth rates and accounting for any trips expected to be generated by No-Action development on projected development sites or other major projects in the vicinity of the study area.
- Add action-generated demand to the No Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of the of the multiple subway routes serving the study area, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

BUS

The study area is served by several local bus routes operated by New York City Transit (NYCT) and MTA Bus that connect the study area with other parts of Queens and the other boroughs. A

detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA and specified in the CEQR Technical Manual. Incremental person-trips by bus generated by the Proposed Actions would likely exceed 50 peak hour trips in one direction on one or more of the routes serving the Project Area; therefore, the EIS will include a quantitative analysis of local bus conditions. For that analysis, trips will be assigned to each route based on proximity to the projected development sites and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No-Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

PEDESTRIANS

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact because the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. It is anticipated that action-generated pedestrian trips would exceed the 200-trip analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the EIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips, and pedestrian elements linking the projected school sites to the nearest transit stop locations. The specific pedestrian facilities to be analyzed will be determined based on the guidelines presented in the *CEQR Technical Manual*, in consultation with the lead agency and DOT. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No-Action development on projected development sites and other major projects in the vicinity of the study area, and action-generated demand. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

VEHICULAR AND PEDESTRIAN SAFETY

Data on traffic crashes involving pedestrians and/or cyclists at study area intersections will be obtained from NYCDOT. Due to the COVID-10 pandemic, the 2020 crash data may not be representative. Therefore, the crash data used for the safety analysis will be chosen in consultation with NYCDOT. These data will be analyzed to determine if any of the studied locations may be classified (based on CEQR Technical Manual criteria) as high-crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. In addition, any Senior Pedestrian Focus Areas, Vision Zero Corridors/Intersections, and/or Truck Safety Corridors as defined in the

2021 CEQR Technical Manual will be identified. If any high-crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

PARKING

Parking demand from commercial (non-restaurant) uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period.

The additional parking demand associated with the RWCDS will be estimated in the EIS. Parking demand generated by the projected residential component of the Proposed Actions' RWCDS will be forecast based on auto ownership data for the Project Area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with the projected development sites' No-Action land uses displaced under the Proposed Actions.

TASK 15. AIR QUALITY

An air quality assessment is required for actions that have the potential to result in significant air quality impacts. For areawide rezonings, there is the potential for mobile source impacts that could arise when an action increases or redistributes (or reassigns) traffic, creates any other mobile sources of pollutants, or proposed new development near existing mobile sources (e.g., highways). Mobile source impacts may also be generated by parking facilities including lots and garages. Stationary source impacts can arise when actions that create new stationary sources or pollutants such as emission stacks from industrial operations, hospitals, or other large institutional uses, or building boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses. A more detailed description of the types of analyses that would be evaluated in the EIS based on the current RWCDS are provided below.

MOBILE SOURCE ANALYSIS

The increased traffic associated with the projected development sites has the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections could impact air quality at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) less than 2.5 microns in diameter ($PM_{2.5}$) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections and parking garages. There is the potential for the project development trips to exceed the *CEQR Technical Manual* CO analysis screening threshold at a number of locations throughout the study area. In addition, the projected number of heavy-duty trucks or equivalent vehicles associated could exceed the applicable $PM_{2.5}$ screening thresholds. A portion of the Project Area is within 200 feet of the Ed Koch Queensborough Bridge approach. The effect of this existing elevated roadway on the future development sites will therefore be analyzed, as recommended in the *CEQR Technical Manual*.

Therefore, an analysis of CO and PM mobile source emissions at affected intersections is proposed and includes the following tasks:

- Existing ambient air quality data for the study area (published by DEC) will be compiled for the analysis of existing and future conditions.

- Critical intersection locations exceeding the CO and PM CEQR screening thresholds will be selected, representing locations with the worst-case potential total and incremental pollution impacts—these intersections will be based on data obtained from the traffic analysis (Task 14, "Transportation"). At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.
- The refined U.S. Environmental Protection Agency (EPA) AERMOD model will be used to predict the maximum change in CO, fine particulate matter less than 10 microns in diameter (PM_{10}) and $PM_{2.5}$ concentrations, consistent with current EPA modeling guidance.
- Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES4 model. Factors for re-suspended road dust emissions will be based on CEQR Technical Manual guidance and the EPA procedure defined in AP-42.
- At each mobile source microscale receptor site, the one-hour and eight-hour average CO concentrations, and the maximum 24-hour PM_{10} and $PM_{2.5}$ and annual average $PM_{2.5}$ concentrations will be calculated for the No Action and With Action conditions.
- If parking facilities projected would have 85 or more parking spaces, an analysis of CO and PM emissions would be performed for the parking facilities that would have the greatest potential for impact on air quality. Cumulative impacts from on-street sources and emissions from parking garages would be calculated, where appropriate.
- Future pollutant levels with the Proposed Actions for critical intersections and any applicable parking facilities will be compared with the CO, PM_{10}, and $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) and the City's CO and $PM_{2.5}$ *de minimis* guidance criteria to determine the impacts of the Proposed Actions.
- An analysis of potential air quality effects from the elevated Ed Koch Queensborough Bridge approach on nearby development sites will be performed. EPA-approved air quality models, including MOVES4, and AERMOD, will be used to assess the CO and PM levels from the traffic along the elevated portion of the bridge approach on projected and potential development sites within 200 feet that would include residential uses. Information regarding the traffic will be based on current studies regarding traffic volumes along the bridge or from recent DOT data, and projections of traffic growth for the project build year. Five years of recent meteorological data from the LaGuardia Airport National Weather Service Station (NWS) will be used with concurrent upper air data from Brookhaven, New York. Modeled pollutants concentrations will be compared with the NAAQS to determine the impacts on the Proposed Project.
- The analysis will be performed for the With Action condition. Predicted values will be compared with NAAQS.
- At any receptor sites with violations of standards, analyses will be performed to determine what mitigation measures would be required to attain standards.

STATIONARY SOURCE ANALYSIS

The stationary source air quality analysis will determine the effects of emissions from projected and potential development sites that may potentially utilize fossil-fuel fired heating and hot water systems, to impact existing land uses significantly or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts). In addition, since portions of the Project Area are located within or near manufacturing zoned districts, an analysis

of emissions from industrial sources would be performed, examining large and major sources of emissions within 1,000 feet of the study area, as per the *CEQR Technical Manual*.

Heating and Hot Water Systems Analysis

A screening level analysis will be performed following the procedures outlined in the *CEQR Technical Manual*. The purpose of the screening level analysis is to determine the potential for impacts air quality impacts from heating and hot water systems projected and potential development sites that are assumed to potentially use fossil fuel-fired heating and hot water systems, recognizing the changes in emissions based on local laws governing the uses of fossil fuels for heating and hot water systems.

If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the AERMOD model. Natural gas would be assumed as the fuel type. For this analysis, five recent years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2) and particulate matter ($PM_{2.5}$) will be determined at off-site receptors sites, as well as on projected and potential development site receptors. Predicted values will be compared with NAAQS and CEQR $PM_{2.5}$ *de minimis* criteria. If warranted by the analysis, requirements related to fuel type, exhaust stack locations and/or other appropriate parameters will be memorialized by (E) designations (or restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots pursuant to Section 11-15 of the ZR and the (E) Designation requirements, as referenced above in the Hazardous Materials section.

A cumulative impact analysis will be performed for development sites with similar height located in close proximity to one another (i.e., site clusters). Impacts will be determined using the AERMOD model. In the event that violations of standards at one or more clusters are predicted, measures to reduce pollutant levels to within standards will be examined.

INDUSTRIAL SOURCE ANALYSIS

For projected development sites with proposed industrial uses, the industrial source analysis will be performed to assess their potential effects on the potential sensitive uses.

A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the projected and potential development sites. A copy of the air permits for each of these facilities will be requested from DEP's Bureau of Environmental Compliance.

Facilities with sources of emissions located within 400 feet of the projected or potential development sites will be considered for detailed analysis.

For potential development sites with identified industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place.

A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to DEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Potential cumulative impacts of multiple air pollutants will be determined based on EPA's Hazard Index Approach for non-carcinogenic compounds and using EPA's Unit Risk Factors for

carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

LARGE AND MAJOR SOURCE ANALYSIS

A review of DEC Title V permits and the EPA Envirofacts database will also be performed to identify any Federal-or State-permitted facilities within 1,000 feet of the development sites. An analysis of existing large and major and large sources of emissions (i.e., sources having Federal and State permits) identified within 1,000 feet of the development sites will be performed to assess their potential effects on the projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO_2, SO_2, and PM_{10}, as well as $PM_{2.5}$.

TASK 16. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Increased greenhouse gas (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDS associated with the Proposed Actions exceeds the 350,000 sf development threshold, GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS. The assessment will examine GHG emissions from the Proposed Action's operations, mobile sources, and construction, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the projected developments based on the calculations of energy use estimated (including on-site fuel combustion and grid electricity consumption) as part of Task13, "Energy." The carbon intensity of the Proposed Actions will be compared to the City's future carbon intensity limits under Local Law 97 and identify measures to reduce emissions.
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 14, "Transportation." A calculation of vehicle miles traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

Portions of the Project Area are located within the federally mapped 100- and 500-year floodplains and may be susceptible to storm surge and coastal flooding. This chapter of the EIS will include a

qualitative discussion the potential effects of climate change on the Proposed Actions based on the best available information. The discussion will focus on the current and potential impacts from sea level rise, changes in storm frequency projected to result from global climate change, the heat island effect and the interaction with project infrastructure and uses. The discussion will focus on early integration of climate change considerations into the Proposed Actions to allow for uncertainties regarding future environmental conditions resulting from climate change.

TASK 17. NOISE

The Proposed Actions would generate additional vehicular traffic to and from the Project Area, which has the potential to generate mobile source noise along the travel routes. Additionally, the Proposed Actions would introduce new noise-sensitive receptors in the vicinity of heavily trafficked roadways and railways, which are major sources of noise. The noise analysis will therefore examine both the potential effects of the Proposed Actions on noise-sensitive receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new receptors introduced by the actions. If significant adverse impacts are identified, these impacts would be mitigated or avoided to the greatest extent practicable.

The Proposed Actions would also result in new residential, commercial, community facility, and industrial development.

It is assumed that outdoor mechanical equipment would be designed to comply with applicable regulations and as a result no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be necessary. Therefore, the noise analysis will focus on the potential the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will therefore be performed in accordance with *CEQR Technical Manual* guidelines:

- Based on the traffic studies conducted for Task 14, "Transportation," a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDS associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [Noise PCEs]) due to action-generated traffic.
- Consistent with *CEQR Technical Manual* guidance, perform a detailed mobile source noise analysis at any noise-sensitive receptor where results of screening analysis indicate a doubling of traffic volume due to action-generated traffic.
- Noise survey locations will be selected to represent sites of future sensitive uses in the RWCDS With Action condition. These noise survey locations will be placed in areas to be analyzed for building attenuation and would focus on areas of potentially high ambient noise where residential uses are proposed.
- At the identified locations, noise measurements will be conducted during typical weekday and/or Saturday peak periods (coinciding with the traffic peak periods). Additionally, at measurement sites near schools where school play areas or vehicular trips to/from the school may contribute to existing noise levels, measurements may also be conducted during the school PM peak hour. At selected locations where railways are the dominant source of noise, 24-hour continuous noise level measurements will be conducted. To represent development sites along the waterfront, measurement locations will be selected to capture noise from ferry operations as well. Noise levels will be measured in units of "A" weighted decibel scale (dBA) as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), day-night noise level (L_{dn}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1, L_{10}, L_{50}, and L_{90}. A summary table of existing

measured noise levels will be provided as part of the EIS. Measured noise levels will not be considered valid if the traffic count collected on the adjacent street during the noise level measurement significantly differ from existing condition traffic Noise PCEs from the Transportation study for that location.

- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No Action and With Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with an L_{eq} noise descriptor, although the L_{dn} descriptor will also be considered at locations where railways are the dominant source of noise.
- As necessary, noise exposure at projected and potential development sites resulting from playgrounds within the study area will be estimated based on New York City School Construction Authority playground noise assessment guidance, and the resultant total noise levels will be used to identify building attenuation requirements.
- The level of building attenuation necessary for each projected and potential development site to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} and L_{dn} noise level estimated at each development site, as appropriate based on the dominant noise source at that site. For projected or potential development sites that would be in a special mixed use district (i.e., MX district) to which Zoning Resolution Section 123-32 would apply, residential dwelling units would be required to provide a minimum of 35 dBA window/wall attenuation and alternate means of ventilation such that interior noise levels would be no greater than 45 dBA. Additionally, the building attenuation requirements will be memorialized by (E) designations (or restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots requiring specific levels of attenuation to ensure that sufficient attenuation would be provided for noise-sensitive uses other than residential dwelling units (e.g., community facility or commercial office uses). The EIS will include (E) Designation language describing the requirements for each of the blocks and lots to which they would apply.
- At any development sites where light manufacturing use could be located in the same building as residential or community facility use, a minimum noise attenuation requirement will be established for interior partitions separating these uses.
- Where necessary, the level of building attenuation necessary to satisfy U.S. Department of Housing and Urban Development (HUD) interior noise level recommendations will also be determined based on the estimated L_{dn} noise level.

TASK 18. PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may result from a proposed action or project, and, if so, to identify measures to mitigate such effects.

According to the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. Therefore if any unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and DCP determines that a

public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 19. NEIGHBORHOOD CHARACTER

Neighborhood character is established by numerous factors, including land use patterns, the scale of development, building design, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns and noise. The Proposed Actions have the potential to alter certain elements contributing to the study area's neighborhood character. Therefore, a preliminary assessment of neighborhood character will be provided in the EIS to ascertain whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the With Action condition and compare to the No Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidance.

TASK 20. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the community including the residents, visitors and community facilities. Construction impacts are usually evaluated when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Areawide rezonings with construction durations lasting longer than two years and that are near to sensitive receptors are typically evaluated in a detailed construction impact assessment. The construction impact assessment will evaluate the duration and severity of the disruption to nearby sensitive receptors based on a conceptual construction schedule with anticipated RWCDS timelines. Detailed construction impact analysis will be performed for the EIS in accordance with guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following: Technical areas to be assessed include the following:

- *Transportation Systems:* The assessment will be based on the guidelines presented in the *CEQR Technical Manual* and will identify the increase in vehicle trips from construction workers and equipment associated with the conceptual construction schedule for the projected development sites. A travel demand forecast for the RWCDS peak construction period(s) will be prepared and compared to the trip projections under the operational condition in the With Action condition. Quantitative traffic, pedestrian, and/or transit analyses will be conducted if, based on the results of the travel demand forecast for the RWCDS peak construction period, these are warranted pursuant to the guidance presented in the *CEQR Technical Manual*.

- *Air Quality:* The construction air quality impact section will include a quantitative dispersion modeling of construction equipment operational air quality impacts on sensitive land uses within the Project Area during the worst-case time period(s). Air pollutant sources would include combustion exhaust associated with non-road construction engines (e.g., cranes, excavators) and trucks operating on-site, construction-generated traffic on local roadways, as well as onsite activities (e.g., excavation, demolition) that generate dust. The pollutants of concern include carbon monoxide (CO), particulate matter (PM), and nitrogen dioxide (NO_2). The potential for significant impacts will be determined by a comparison of the model predicted concentrations to the National Ambient Air Quality Standards (NAAQS), or by comparison of the predicted increase in concentrations to applicable *CEQR* de minimis criteria. A discussion of measures to reduce impacts, if any, will be included.
- *Noise:* The construction noise impact evaluation will contain quantitative analysis of potential noise impacts at sensitive land uses and buildings within the Project Area. The analysis will be based on noise modeling of worst-case noise conditions from on-site construction equipment/vehicles activity over the course of the construction schedule. During representative time period(s), noise levels due to construction activities at sensitive receptors and the potential to exceed applicable noise impact criteria will be predicted. The predicted duration of sustained noise levels exceeding applicable evaluation thresholds will be estimated to determine the potential for impact at nearby receptors.
- *Other Technical Areas*: As appropriate, other areas of environmental assessment—such as socioeconomic conditions, open space, historic and cultural resources, and hazardous materials—will be assessed for potential construction-related impacts. In accordance with *CEQR Technical Manual* guidelines, the construction analysis will include an assessment of whether construction of the projected development sites would physically impact, or inhibit access to, adjacent land uses, including community facilities.

TASK 21. MITIGATION

Where significant adverse impacts have been identified in the above Tasks 2 through 20, measures to mitigate those impacts will be described in the DEIS. The chapter will describe the mitigation measures to be developed, coordinated and implemented with the responsible government agencies. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

TASK 22. ALTERNATIVES

The purpose of an alternatives chapter in an EIS is to examine development options that would reduce action-related impacts. These alternatives will be better defined once the impacts of the Proposed Actions have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives will include a No Action alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. A lesser density alternative would be pursued only if it is found to have the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts have been quantified for the Proposed Actions.

TASK 23. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters, where appropriate to the Proposed Action:

- *Unavoidable Adverse Impacts*: which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Actions*: which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.
- *Irreversible and Irretrievable Commitments of Resources*: which summarizes the Proposed Actions and their impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and over the long term.

TASK 24. EXECUTIVE SUMMARY

Using relevant material from the body of the EIS, the Executive Summary will describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. ✶

Appendix 1
Detailed RWCDS Tables

Site Information

Existing Conditions

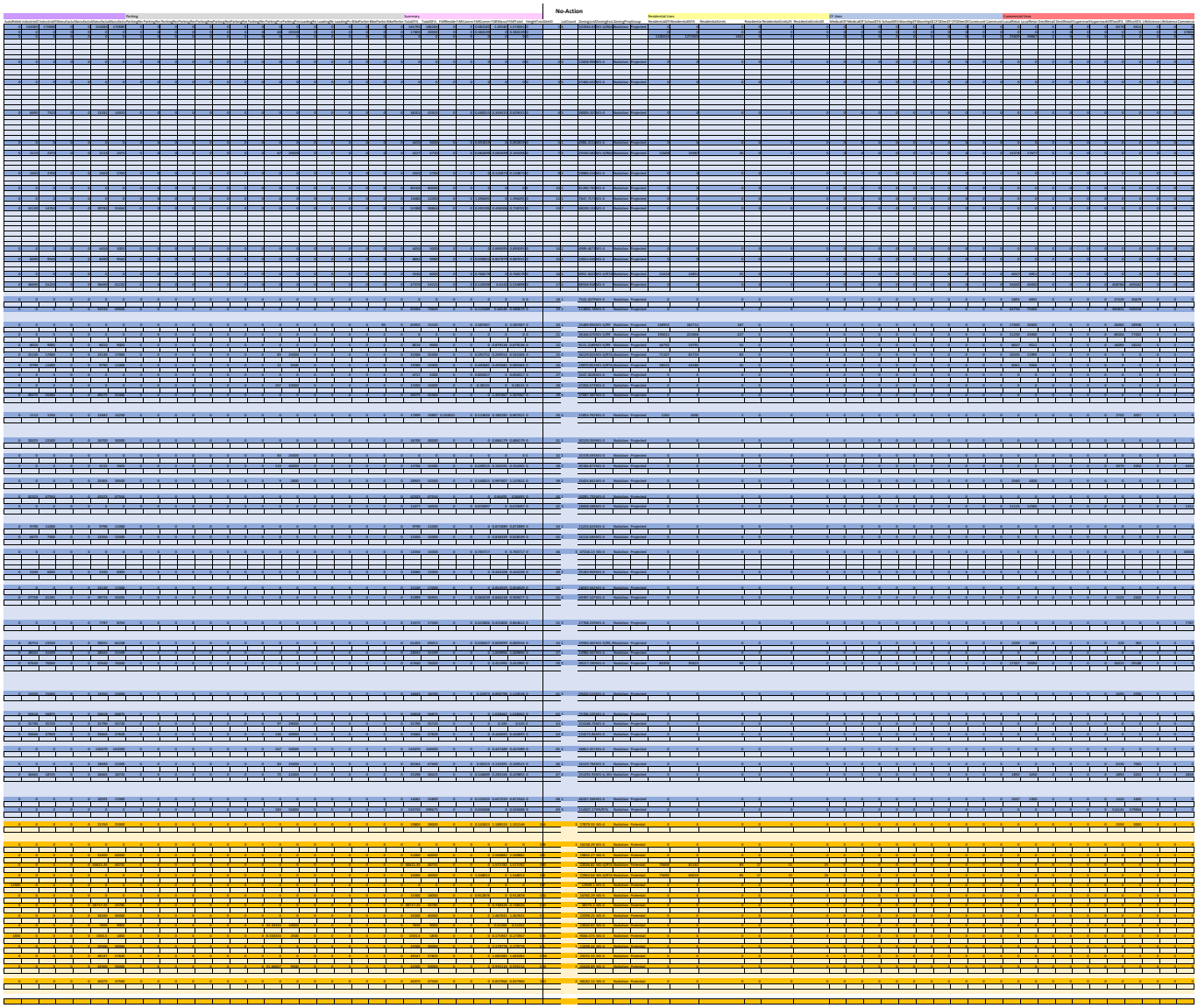
Residential Use

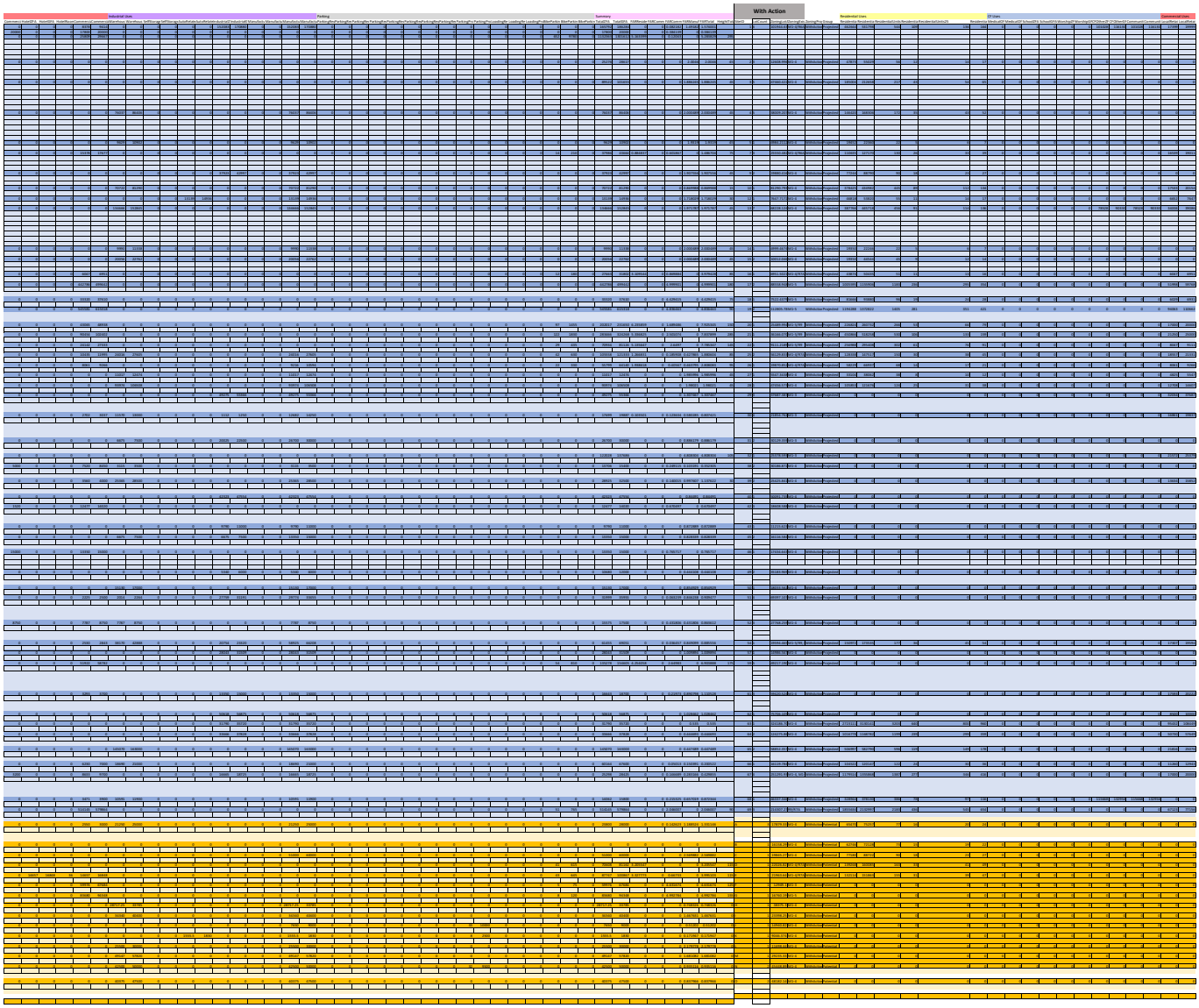
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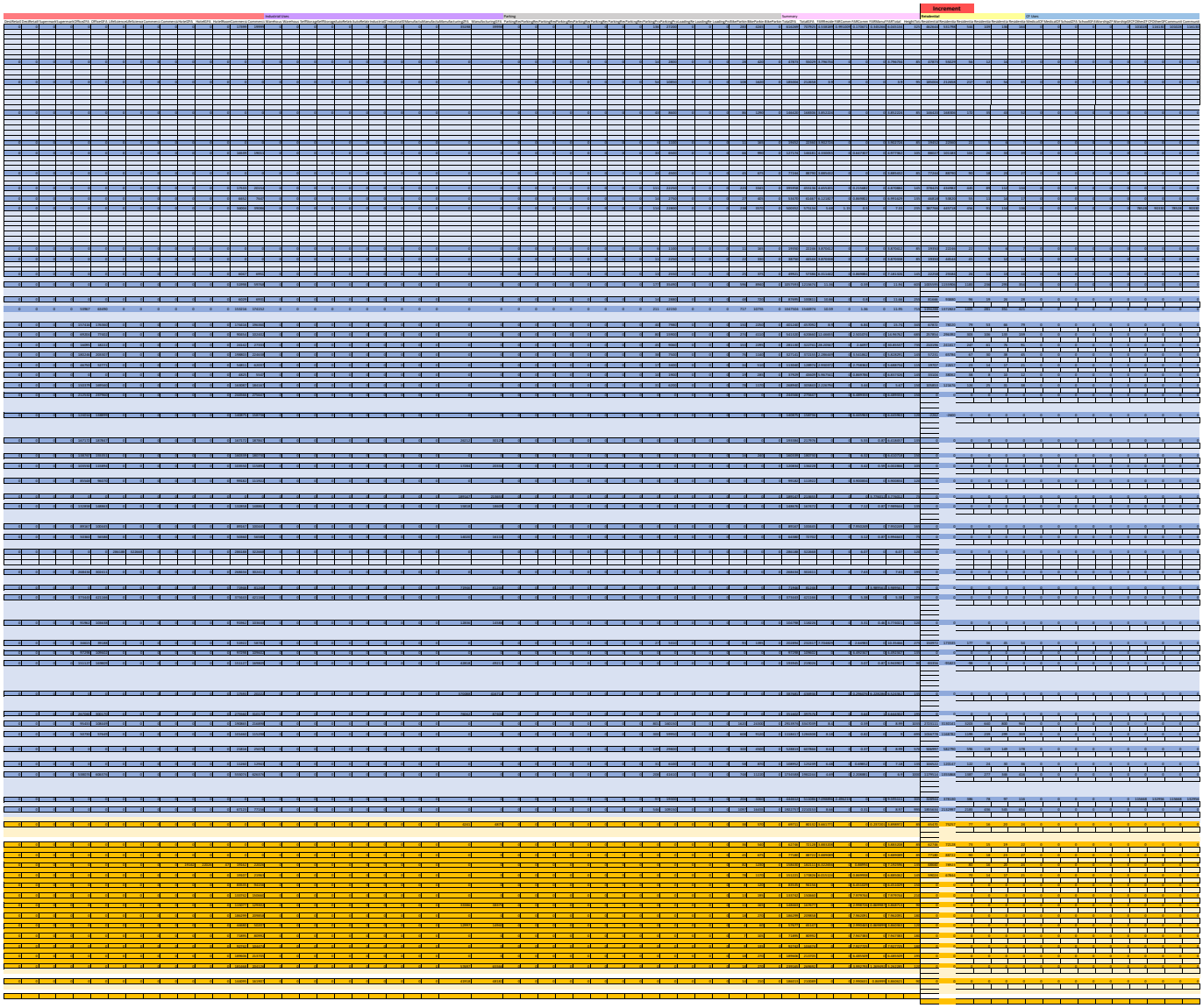
Commercial Uses

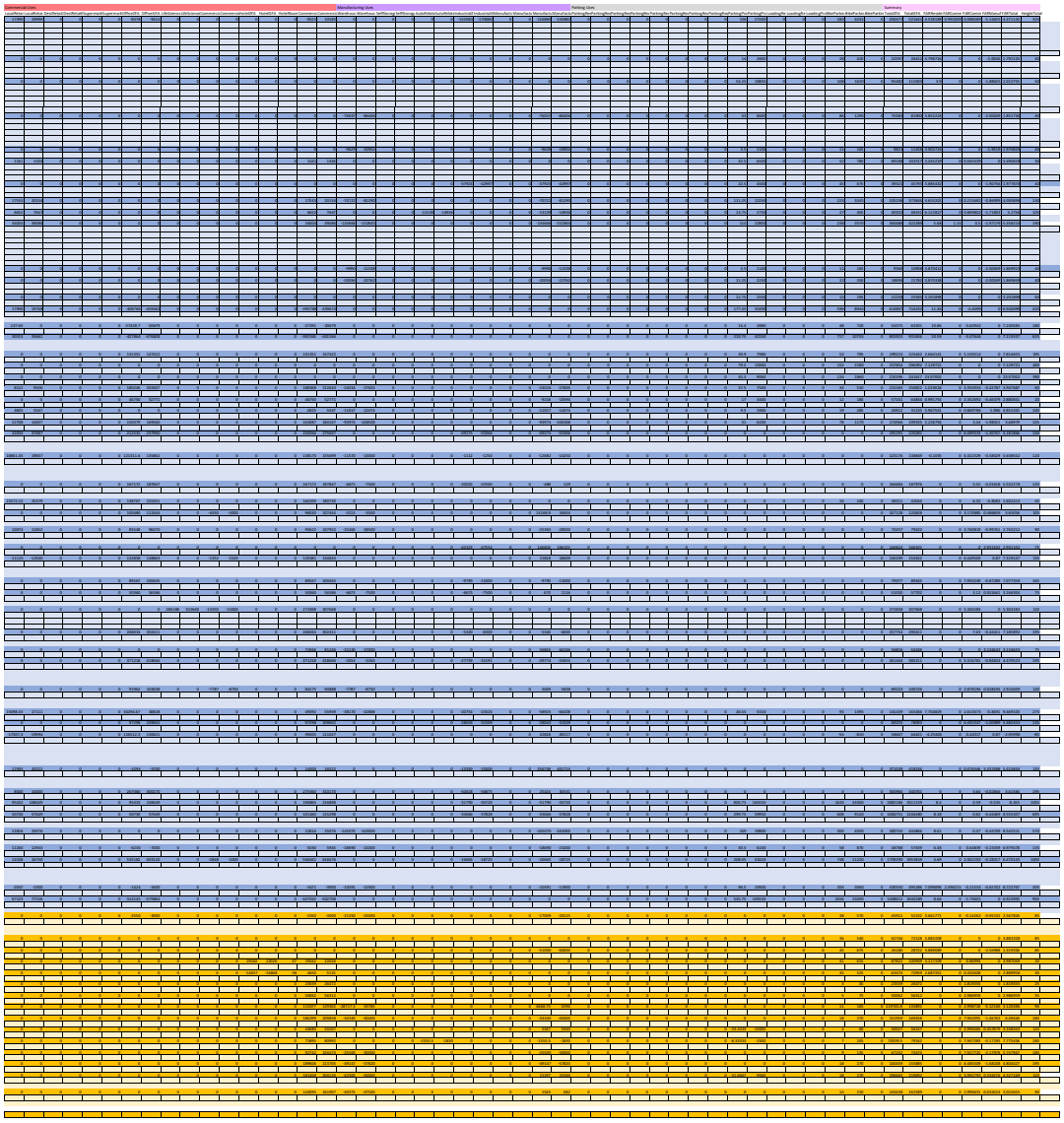
Industrial Uses

SiteID	BBL	Block	Lot	Address	Land Use	Owner Name	lotGroup	Zoning Lot Area	Existing Zoning	Group	Residential	CF	Hotels	Transient	Schools	Hospitals	Nursing	Housing	Courts	Police	Fire	Transport	Commercial	Commercial	Laundromat	Offices	Landmark	Retail	Gasoline	Parking	Supermarket	Supermarket	Office	Commercial	Commercial	Hotel	Food	Mixed	Commercial	Commercial	Industrial	Warehouse	Selfstorage	Facility	Ag&Industry	Mixed
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No-Action







Site Information

SiteID	BBL	Block	Lot	Address	Land Use	Owner Name	LotCount	Zoning Lot Area	Existing Zoning	Group	Existing Conditions
											Residential Use
											Residentia
											0
											0
											0

No-Action

SiteID	LotCount	ZoningLoc	ZoningExis	ZoningProp	Group	Residentia	Residentia	Residentia	Residentia	ResidentialUnits25	ResidentialUnits30	MedicalOffM	MedicalOff	SchoolGFA	SchoolGFA	WorshipGF	WorshipGF	CFOtherGF	CFOtherGF	CommunityG	CommunityG	LocalRetail	LocalRetail	DentRetailG	DentRetailG	SupermarkS	SupermarkS	OfficeGFA	OfficeGFA	LifeScience	LifeScience	CommercialG	CommercialG	HotelGFA	HotelGFA	HotelRoomC	HotelRoomC	CommercialG	CommercialG	Warehouse	Warehouse	SelfStorage	SelfStorage	AutoRelate	AutoRelate	IndustrialGF	IndustrialGF	Manufactu
1	1	150944.4	M1-4/M2-	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8270	9410	0	0	0	0	0	0	0	0	8270	9410	0	0	0	0	0	0	15200	17680	0
						1690544	1273941	1301	0	0	0	0	0	0	0	0	0	0	0	0	0	25809	29567	0	0	0	0	0	0	0	0	17800	20000	0	0	0	0	17800	20000	0	0	0	0	0	0	0	0	0	0
2	3	12608.99	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	5	47460.42	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	5	38009.28	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76023	86400	0	0	0	0	0	0	0	0	0
5	5	4984.21	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9639	10960	0	0	0	0	0	0	0	0	0
7	3	25550.46	M1-4/M1-	NoAction	Projected	22609	25987	26	0	0	0	0	0	0	0	0	0	0	0	0	0	15378	17677	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15378	17677	0	0	0	0	0	0	0	0	0
9	2	19890.41	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33923	42907	0
10	5	81290.78	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70723	81298	0	0	0	0	0	0	0	0	0
11	5	7647.71	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13130	14936	0	0	0
13	7	68228.12	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134668	152845	0	0	0	0	0	0	0	0	0
14	5	4899.42	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9986	11356	0	0	0	0	0	0	0	0	0
15	2	19012.08	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20856	22782	0	0	0	0	0	0	0	0	0
16	5	6951.502	M1-4/R7A	NoAction	Projected	21656	24851	25	0	0	0	0	0	0	0	0	0	0	0	0	0	6047	6853	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6047	6851	0	0	0	0	0	0	0	0	0
17	2	48558.94	M1-5	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34000	40800	0	0	0	0	0	0	0	0	408786	454442	0	0	0	0	442786	495442	0	0	0	0	0	0	0	0	0
18	1	7522.437	M1-5	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5891	6831	0	0	0	0	27429	30679	0	0	0	0	0	0	0	0	33320	37510	0	0	0	0	0	0	0	0	0
19	2	112805.7	M1-5	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63750	75000	0	0	0	0	481831	540319	0	0	0	0	0	0	0	0	545581	615318	0	0	0	0	0	0	0	0	0
20	1	25489.99	M1-5/R9	NoAction	Projected	158912	182712	182	0	0	0	0	0	0	0	0	0	0	0	0	0	37000	35000	0	0	0	0	26050	28936	0	0	0	0	0	0	0	0	43100	48818	0	0	0	0	0	0	0	0	0
21	1	36166.07	M1-5/R9	NoAction	Projected	193012	221866	227	0	0	0	0	0	0	0	0	0	0	0	0	0	31250	25000	0	0	0	0	69204	77402	0	0	0	0	0	0	0	0	90454	102402	0	0	0	0	0	0	0	0	0
22	1	9111.218	M1-5/R9	NoAction	Projected	46792	53791	55	0	0	0	0	0	0	0	0	0	0	0	0	0	8047	9131	0	0	0	0	16099	18220	0	0	0	0	0	0	0	0	24162	27333	0	0	0	0	0	0	0	0	0
25	2	56129.81	M1-4/R7A	NoAction	Projected	71107	81733	83	0	0	0	0	0	0	0	0	0	0	0	0	0	10435	11995	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10435	11995	0	0	0	0	0	0	0	0	0
26	1	19470.85	M1-4/R7A	NoAction	Projected	38522	44280	45	0	0	0	0	0	0	0	0	0	0	0	0	0	8061	9268	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8061	9268	0	0	0	0	0	0	0	0	0
27	1	3247.348	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11057	12479	0	0	0	0	0	0	0	0	0
28	6	37456.57	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93974	106509	0	0	0	0	0	0	0	0	0
29	3	17687.28	M1-3	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49275	55366	0
30	4	21854.76	M1-3	NoAction	Projected	2262	2600	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2703	3037	0	0	0	0	0	0	0	0	2703	3037	11570	13000	0	0	0	0	1113	1250	0
31	2	30129.26	M1-3	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6675	7500	0	0	0	0	0	0	20025	22500	0
32	6	21178.59	M1-3	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	2	20186.87	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3070	3450	0	0	0	0	4450	5000	0	0	7520	8450	3115	3500	0	0	0	0	0	0	0
34	2	25425.84	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3560	4000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3560	4000	25365	28500	0	0	0	0	0	0	0
40	1	10091.73	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42222	47554	0
42	3	18608.58	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11125	12500	0	0	0	0	0	0	0	0	1352	1520	0	0	0	0	12877	14020	0	0	0	0	0	0	0	0	0
43	1	11215.63	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9750	11000	0
45	2	16116.58	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6675	7500	0	0	0	0	0	0	0	0	0
46	3	47156.13	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13350	15000	0	0	0	0	13350	15000	0	0	0	0	0	0	0	0	0
49	2	31183.98	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5340	6000	0	0	0
50	5	18033.56	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15130	17000	0	0	0	0	0	0	0	0	0
51	4	69397.16	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2225	2500	0	0	0	0	0	0	0	0	2225	2500	2014	2264	0	0	0	0	27750	31191	0
52	3	27768.25	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7787	8750	0	0	0	0	0	0	0	0	7787	8750	7787	8750	0	0	0	0	0	0	0
54	6	19594.46	M1-5/R9	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2209	2483	0	0	0	0	320	360	0	0	0	0	0	0	0	0	2510	2843	18170	42888	0	0	0	0	20754	23320	0
57	1	14986.56	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28043	31509	0
59	3	49217.38	M1-4	NoAction	Projected	83356	95823	98	0	0	0	0	0	0	0	0	0	0	0	0	0	17307	19934	0	0	0	0	34633	39188	0	0	0	0	0	0	0	0	51832	58782	0	0	0	0	0	0	0	0	0
61	3	59420.52	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3293	3700	0	0	0	0	0	0	0	0	3293	3700	0	0	0	0	0	0	13350	15000	0
62	6	75706.10	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50618	56875	0
63	2	124186.7	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31700	35720	0
64	2	124275.8	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33666	37828	0
65	2	58852.35	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145070	163000	0	0	0	0	0	0	0	0	0
66	4	26139.78	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6230	7000	0	0	0	0	0	0	0	0	6230	7000	18690	21000	0	0	0	0	0	0	0
67	4	251299.9	M1-4/M2-	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2892	3250	0	0	0	0	2892	3250	0	0	2846	3200	0	0	0	0	8630	9700	0	0	0	0	0	0	16665	18725	0
68	6	26337.34	M1-4	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2047	2300	0	0	0	0	1424	1600	0	0	0	0	0	0	0	0	3471	3900	10591	11900	0	0	0	0	0	0	0
69	3	214307.2	7 R6/R7A	NoAction	Projected	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	514145	577864	0	0	0	0	0	0	0	0	514145	577864	0	0	0	0	0	0	0	0	0
A	3	17879.31	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	3000	0	0	0	0	0	0	0	0	2500	3000	21250	25000	0	0	0	0	0	0	0
B	3	19159.29	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C	3	19845.27	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D	3	22626.82	M1-4/R7A	NoAction	Potential	70608	81162	84	37	23	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	3	23963.04	M1-4/R7A	NoAction	Potential	73590	84619	35	37	22	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14657	16848	0	0	0	0	0	0	0	0	0
F	3	12949.1	M1-3	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59826	67584	0	0	0	0	0	0	0	0	0
G	3	16760.18	M1-5	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83498	94348	0	0	0	0	0	0	0	0	0
H	3	38275.5	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28717.25	32788	0	0	0	0	0	0	0
I	3	23398.25	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34360	40469	0	0	0	0	0	0	0	0	0
J	3	14840.62	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
K	3	9046.276	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1555.9	1830	0	0	0
L	3	13688.44	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25500	30000	0	0	0	0	0	0	0	0	0
M	3	29235.23	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49347	57929	0	0	0	0	0	0	0	0	0
N	2	41448.89	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42500	50000	0	0	0	0	0	0	0	0	0
O	2	48182.14	M1-4	NoAction	Potential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40375	47500	0	0	0	0	0	0	0	0	0

| Parking | | |

Increment

| | | Residential | | | | | | CF Uses | | | | | | | | | | Commercial Uses | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Manufacturing Uses | | | | | | | | | | | | | | | | | | |

Summary

ParkingRes	ParkingRes	ParkingRes	ParkingRes	ParkingRes	ParkingRes	ParkingPro	ParkingPro	LoadingRes	LoadingRes	LoadingRes	LoadingPro	BikeParkin	BikeParkin	BikeParkin	TotalDTA	TotalGFA	FARResidn	FARCommF	ARCommnFARManufFARTotal	HeightTotal	
0	0	0	0	0	0	116	27200	0	0	0	264	4264	0	0	450477	521643	4.158168	0.993208	0.088488	5.240054	4.477133	325	
0	0	0	0	0	0	14	2800	0	0	0	36	400	0	0	22585	26412	3.798734	0	0	-2.0046	1.792133	80	
0	0	0	0	0	0	54.25	10850	0	0	0	100	1620	0	0	95482	111003	3.9	0	0	-1.88625	2.013755	55	
0	0	0	0	0	0	43	8600	0	0	0	80	1200	0	0	70383	81900	3.852224	0	0	-2.00049	1.851736	40	
0	0	0	0	0	0	5.5	1100	0	0	0	11	165	0	0	8823	11458	3.902724	0	0	-1.9319	1.970823	40	
0	0	0	0	0	0	32.5	6500	0	0	0	52	780	0	0	89186	102517	2.445219	0	0.045439	0	3.490658	30	
0	0	0	0	0	0	22.5	4500	0	0	0	40	675	0	0	39221	45750	3.985432	0	0	-1.90756	1.977876	40	
0	0	0	0	0	0	111.25	22250	0	0	0	213	3345	0	0	325238	373846	4.655203	0	0.215682	-0.86999	4.000896	130	
0	0	0	0	0	0	13.75	2750	0	0	0	27	405	0	0	40331	46533	8.123827	0	0.869802	-1.71803	5.2736	105	
0	0	0	0	0	0	114	22800	0	0	0	218	3570	0	0	365686	422289	5.68	1.15	0.5	-1.97179	5.358213	160	
0	0	0	0	0	0	5.5	1100	0	0	0	11	165	0	0	9366	10908	3.870412	0	0	-2.00049	1.869823	40	
0	0	0	0	0	0	11.25	2250	0	0	0	22	330	0	0	18694	21783	3.970338	0	0	-2.00049	1.969849	80	
0	0	0	0	0	0	12.75	2550	0	0	0	13	195	0	0	22236	25566	3.201898	0	0	0	3.201898	60	
0	0	0	0	0	0	177.45	35490	0	0	0	336	8940	0	0	614807	716232	11.36	0	-6.4099	0	4.950899	625	
0	0	0	0	0	0	14.4	2880	0	0	0	48	720	0	0	54375	63201	10.86	0	0.62942	0	7.236585	180	
0	0	0	0	0	0	210.75	42150	0	0	0	717	10755	0	0	801923	931659	10.59	0	-3.47646	0	7.113537	625	
0	0	0	0	0	0	39.9	7980	0	0	0	53	795	0	0	199223	225447	2.666145	0	0.350514	0	7.814605	195	
0	0	0	0	0	0	79.5	15900	0	0	0	152	2280	0	0	257854	296392	7.129721	0	0	0	7.129721	400	
0	0	0	0	0	0	45.3	9060	0	0	0	134	1860	0	0	210188	241637	23.07009	0	0	0	23.07002	160	
0	0	0	0	0	0	37.5	7500	0	0	0	58	510	0	0	221583	250822	3.019614	0	1.151934	-0.42787	3.947687	60	
0	0	0	0	0	0	17	3400	0	0	0	13	180	0	0	57243	64834	8.991754	0	2.352692	-0.46379	2.890651	20	
0	0	0	0	0	0	9.5	1900	0	0	0	16	285	0	0	26932	31116	5.367545	0	0.869786	-1.986	4.851331	100	
0	0	0	0	0	0	31	6200	0	0	0	78	1170	0	0	174986	199133	2.226749	0	3.44	-1.98021	3.68979	105	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105285	220240	0	0	0.489333	-1.30747	1.181866	110	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121176	138849	-0.1035	0	0.322226	-0.58029	5.638542	120	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166684	187976	0	0	5.55	-0.01618	3.532278	120	
0	0	0	0	0	0	0	0	0	0	0	0	16	240	0	38311	43049	0	0	6.32	-4.8083	1.692413	45	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107128	120828	0	0	3.170885	0.466809	3.60056	105	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70257	79422	0	0	3.760819	-0.99761	2.763212	90	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146829	166169	0	0	0	2.931102	2.931102	75	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136199	153452	0	0	6.449503	0.87	7.319147	135	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79277	89445	0	0	7.950249	-0.87289	7.077359	165	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51030	57702	0	0	3.12	0.041661	3.161804	75	
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257754	290411	0	0	7.61	-0.44411	7.165892	195	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56816	64240	0	0	0	3.134633	3.134633	75	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	341449	385212	0	0	5.316761	-0.84624	4.470523	165	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89223	100726	0	0	2.878194	0.028194	2.910409	120	
0	0	0	0	0	0	26.55	5310	0	0	0	65	1395	0	0	141436	161256	7.704829	0	2.613373	-0.8491	9.469103	275	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69259	78269	0	0	0.492247	-1.00089	1.682453	135	
0	0	0	0	0	0	0	0	0	0	0	56	810	0	0	58667	64421	-8.25406	0	0.42017	0.87	-1.95998	65	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371038	418236	0	0	0.076346	5.337488	5.413834	135	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300984	340705	0	0	3.64	-0.02846	3.61584	195	
0	0	0	0	0	0	800.75	160150	0	0	0	1630	24300	0	0	2382186	3311339	8.4	0	0.99	-0.535	8.455	1035	
0	0	0	0	0	0	299.75	59950	0	0	0	608	9135	0	0	1084755	1246480	8.18	0	0.82	-0.44669	8.553307	695	
0	0	0	0	0	0	149	29800	0	0	0	300	4500	0	0	383743	444866	8.61	0	0.37	-0.44749	8.542511	570	
0	0	0	0	0	0	30.5	6100	0	0	0	58	870	0	0	68788	57538	6.48	0	3.64835	-0.15039	8.979478	135	
0	0	0	0	0	0	374.05	54810	0	0	0	949	14235	0	0	1887798	2183614	6.58	0	1.288254	-0.28317	7.380145	1180	
0	0	0	0	0	0	96.5	19300	0	0	0	204	3060	0	0	430550	495286	7.098936	2.496231	-0.21533	-0.65702	8.722767	305	
0	0	0	0	0	0	546.75	109150	0	0	0	1046	15690	0	0	1408612	1630249	8.68	0	-1.73601	0	6.923959	905	
0	0	0	0	0	0	0	0	0	0	0	88	570	0	0	45911	52132	3.661771	0	-0.14262	-0.95132	2.567826	85	
0	0	0	0	0	0	0	0	0	0	0	16	240	0	0	62736	72128	3.883228	0	0	0	3.883228	80	
0	0	0	0	0	0	0	0	0	0	0	45	675	0	0	26180	28722	1.889089	0	0	-1.56988	1.319106	80	
0	0	0	0	0	0	0	0	0	0	0	45	630	0	0	87822	100949	3.117589	0	-0.86994	0	2.987049	20	
0	0	0	0	0	0	0	0	0	0	0	25	525	0	0	63476	72959	2.687351	0	0.322609	0	2.899958	25	
0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	23536	26473	0	0	3.818355	0	3.818355	25	
0	0	0	0	0	0	0	0	0	0	0	5	75	0	0	50663	56302	0	0	3.986959	0	3.986959	55	
0	0	0	0	0	0	0	0	0	0	0	11	165	0	0	119745.8	133892	0	0	2.098726	0.12165	1.220361	90	
0	0	0	0	0	0	0	0	0	0	0	18	270	0	0	151959	169458	0	0	7.062091	-4.46763	-8.49446	180	
0	0	0	0	0	0	91.3333	18000	0	0	0	4	60	0	0	52027	58147	0	0	1.990465	0.317879	1.948343	120	
0	0	0	0	0	0	8.33333	-2500	0	0	0	7	105	0	0	703091	79364	0	0	7.947383	-0.17195	7.775446	180	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67182	74473	0	0	7.927725	-2.17878	1.747847	180	
0	0	0	0	0	0	0	0	0	0	0	18	270	0	0	145459	155882	0	0	8.485109	-1.68108	4.804427	120	
0	0	0	0	0	0	31.6667	-9500	0	0	0	18	270	0	0	196665	219692	0	0	3.992793	0.334276	4.327169	120	
0	0	0	0	0	0	0	0	0	0	0	14	210	0	0	145638	162589	0	0	2.990631	0.032024	3.022655	90	