Long Island City Neighborhood Plan
Final Scope of Work
to prepare a Draft Environmental Impact Statement
CEQR No. 25DCP001Q
ULURP Nos. 250175 HAQ; 250176 ZMQ; N250177 ZRQ; 250178 PCQ; 250179 PPQ; 250180 PPQ
April 18, 2025

A. INTRODUCTION

The New York City Department of City Planning (DCP) 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 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 Avenues, between 21st Street and 23rd Streets, 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, and 24th Streets, and the mid-block between 24th Street and Crescent Streets to the east. The majorityMost of the study area is located in Queens Community District 2, with a portion located north of Queens Plaza North to the 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 Long Island City'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 intended to facilitate new residential, commercial, community facility, and industrial development. In order to conduct a conservative analysis, two scenarios are analyzed underIn the future with the Proposed Actions. Scenario One under , known as the With Action condition, the Proposed Actions is are expected to result in a net increase of approximately 13,67714,699 dwelling units (DU), including approximately 3,932 3,245 to 4,867 permanently affordable homes for lower-income New Yorkers, approximately 3,332,2123,527,450 square feet (sf) of commercial space, approximately 339,416291,784 square feet of community facility space, and a decrease of approximately 572,911 sf of industrial space. Scenario Two under the Proposed Actions

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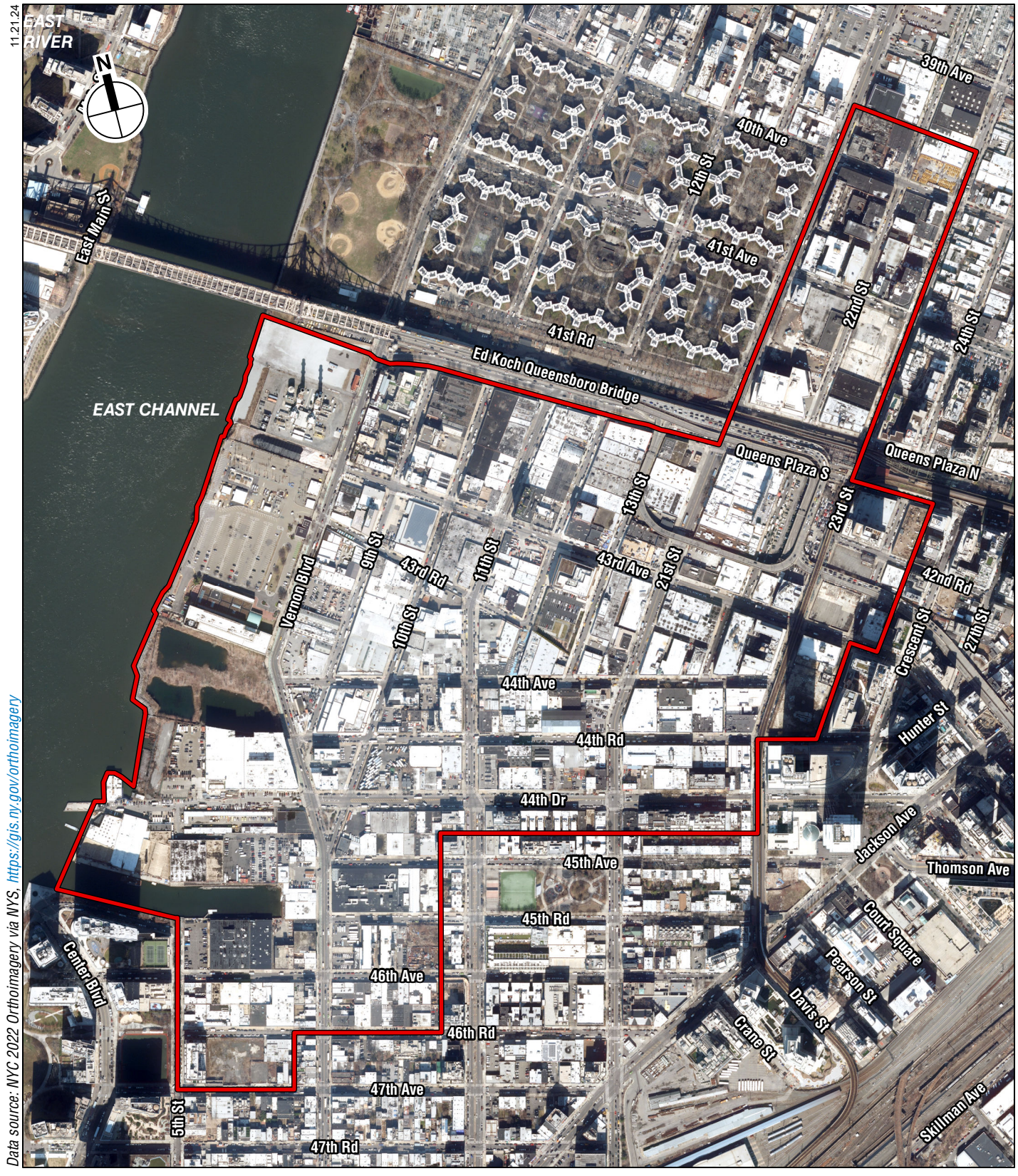
Project Area



Project Area

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1



Neighborhood Context

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2

~~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~~794,485 square feet 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, and City a~~A~~gencies. 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. The plan~~, and~~ seeks to leverage Long Island City's ~~status as one of Queens' primary~~ Central Business District~~s~~ status, excellent transportation ~~accessibility~~ access and unique waterfront to create new housing opportunities, expand affordable housing and open space ~~opportunities~~ and position the area as Western Queens' primary employment hub for new and emerging industries alongside a new mixed-use neighborhood.

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, high-quality jobs and training.

An overview of the ~~study area~~Project Area, the outreach process, the purpose and need for the Proposed Actions and their specific components are described below. Appendix 1 includes a full list of the blocks and lots that would be affected by the Proposed Actions.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions include discretionary ~~actions~~ land use approvals 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, M3-1, M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 zoning districts 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, and M1-6A~~, and M2-3A~~ zoning districts.

- Expand the existing Special Long Island City Mixed-Use District (LIC Special District) to include portions of the ~~study area~~ Project Area outside of the existing ~~special district~~LIC Special District.
- Remove Special Mixed Use District 9 (MX-9)
- Modify the Northern Hunters Point Waterfront Access Plan (WAP), Section 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:
  - Amend Appendix F of the ~~Zoning Resolution~~ZR, 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~~LIC Special 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.~~
  - Allow for space occupied by schools to be exempt from floor area calculations within the new LIC Special District subareas.
  - ~~Create a waterfront bulk~~Create an authorization that ~~allows~~ would allow for additional ~~height~~ flexibility in building envelope for ~~sites adjacent to elevated ramps and bridges~~developments utilizing the new school area floor area exemption.
  - 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~~ on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on ~~these same~~ blocks within the waterfront subdistrict.
  - 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~~ established under Sections 61-21 (Restriction on Highest Projection of Building or Structure) for Zoning Districts without a maximum height limit within the newly established Subdistricts of the Special Long Island City Mixed Used District following verification that said modifications would not pose a hazard to air navigation.

  - Create an authorization to allow sites within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas.
- Designation of Urban Development Action Areas (UDAA), Approval of an Urban Development Action Area Project (UDAAP), and Disposition of City-Owned Properties:
  - The Department of Housing Preservation and Development (HPD) is seeking Designation of UDAA, project approval of a UDAAP, and disposition of City-owned property located on Block 24, Lot 7
- ~~MM –~~ Change in City Map (MM) 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 (PP) 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.
- Combination Acquisition and Site Selection of Property by the City (PC):
  - The New York City Department of Citywide Administrative Services (DCAS) is seeking the acquisition and site selection of an easement on waterfront portions of a property located on Block 488 Lot 114. This action would allow the City to create new waterfront public open space.

The land use approvals included under the Proposed Actions are described in more detail in Section F, "Description of the Proposed Actions."

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

EVOLUTION INTO AN INDUSTRIAL CENTER

In the late 19th century, the Long Island Rail Road (LIRR) moved its western terminus to Long Island City and the Queens County Supreme Court building was constructed. These two events helped to make the areaSoon after, Long Island City became the commercial and civic hub of Queens County, and. Long Island City had was developed with a concentration of heavy industrial uses, including a particularly along the bustling working waterfront. Today, much of that its industrial past remainscan be seen in the in its built form, particularly within the industrial sections of the Project Area. However, as the city'sNew York City's industrial economy declined reflecting due to rapid globalization trends, the economy of Long Island City has since broadened to include office space, art institutions and learning educational institutions such as LaGuardia Community College and the City University of New York (CUNY) School of Law, which have been able to repurposed industrial lofts and redeveloped 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 eight subway access lines 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 RoadLIRR stations provide service out to Long Island and to Midtown Manhattan via Grand Central and Penn Stations. 15 Fifteen 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 asconstitutes one of Queens' three primary central business districts and Western Queens' primary industrial, commercial and transportation hub. Recently, Long Island City has seen experienced an uptick in employment with nearly 85,000 jobs added between 2000 and 2022. Industrial and office jobs make up most of the majority of employment opportunities within the area. In recent years, Long Island City LIC has seen a substantial increasegrowth 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 that characterize the Project Area, the area is described below in three present unique opportunities related to zoning, land use, and the public realm. The areas that comprise the Project Area can be subdivided into separate subareas. They are, generally defined as the Waterfront, Long Island City

Subarea, the Industrial Subareas, ~~Business Zone (IBZ), and~~ the Inland ~~Sites. The Project Area encompasses the Queens Plaza South, Vernon Boulevard, 44th Drive, and 21st Street Corridors~~Subareas.

WATERFRONT SUBAREA

Waterfront properties account for approximately 0.5 miles of frontage along the East River and Vernon Boulevard, ~~including frontage~~and 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~~ ¼-mile long and 150 feet wide. It is lined with a cluster of industrial buildings ~~that reflect Long Island City's industrial legacy and today exist as~~are currently either vacant, ~~unimproved lots~~demolished, or underutilized low-rise warehouses, reflecting the area's post-industrial transformation.

The waterfront subarea is also home to three C~~c~~ity-owned sites all located around the intersection of 44th Drive and Vernon Boulevard. On the north~~ern~~ 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 uses. To the west of the DOE building is a City-owned~~n~~ accessory parking lot for ~~the~~ city employees ~~and is owned by the New York City Department of Small Business Services (SBS)~~. On the south~~ern~~ 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 DOT street and sidewalk repair personnel. ~~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~~south of 43rd Avenue. 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.~~

INDUSTRIAL SUBARES

The industrial areas are defined as those portions of the Project Area contained within the Long Island City ~~IBZ~~

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

The ~~study area~~Project Area contains ~~portions of the Long Island City IBZ. This~~two separate Industrial Subareas. The larger portion of the ~~Long Island City Industrial Business Zone (IBZ) is comprised of two distinct areas within the Project Area. The larger IBZ area~~IBZ, also identified as Industrial Subarea 1, is located east of the waterfront properties and is bounded by Vernon Boulevard to the west, Queens Plaza South to the north, 23rd Street to the east, and the mid-block between 44th Road and 44th Drive to the south.

The smaller IBZ area, identified as Industrial Subarea 2, 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~~east, and the mid-block between 39th ~~Avenue~~ and 40th Avenues to the north.

~~Additional areas~~Much of the Long Island City IBZ ~~remain~~ is outside the ~~study area,~~Project Area, with portions north of Queensbridge Houses, east ~~of the Sunnyside Railyard, along Newtown Creek and a smaller area~~and north of the Sunnyside Railyard, and along Newtown Creek.

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, Industrial Subarea 2 ~~this subarea~~ has ~~seen a~~experienced 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 stores and restaurants. Residential uses are not allowed.

INLAND ~~SITES~~SUBAREAS

The Inland ~~Sites make up~~Subareas comprise the remaining portions of the Project Area. ~~The northern most group of Inland Sites are located~~These areas are characterized by four separate areas identified as Inland Subareas 1 through 4. Inland Subarea 1 is east of the Queensbridge Houses and south of ~~the smaller IBZ area~~Industrial Subarea 2. 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~~Subarea 2 is located ~~east of the larger IBZ area,~~west of Long Island City's dense center. It is bounded by 23rd Street to the west, 44th Road and 43rd Avenue to the south, 24th Street and mid-block between 24th ~~Street~~ and Crescent Streets to the east, and Queens Plaza South to the north.

~~The third group of~~ Inland ~~Sites are~~Inland Subarea 3 is located ~~adjacent to~~south of the primary IBZ area ~~and~~ (or Industrial Subarea 1) and east of the Waterfront Subarea. ~~properties,~~ The subarea is bounded by Vernon Boulevard and 5th Street to the west, 47th Avenue~~,~~ and 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.

Inland Subarea 4 is positioned between the Waterfront Subarea and Industrial Subarea 1 and constitutes a single block bounded by Vernon Boulevard, Queens Plaza South, 9th Street and 43rd Avenue.

The ~~majority of these sites~~Inland Subareas are primarily zoned as manufacturing or paired manufacturing and residential districts, which~~. This~~ has yielded a variety of building forms from single story warehouses in ~~the third group~~Inland Subarea 3 to high density mixed-use towers in ~~the second group~~Inland Subarea 2. However, ~~most sites in this area~~the Inland Subareas maintain an industrial character, reminiscent of ~~LIC's~~ Long Island City's past.

~~D. PREVIOUS PLANNING EFFORTS AND PAST ACTIONS~~

ONGOING CITYWIDE EFFORTS (~~2020–2024~~2024–2025)

~~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.~~

NEW YORK CITY INDUSTRIAL PLAN

In September of 2024, DCP announced the launch of the New York City Industrial Plan which aims to bolster the City's industrial sector by creating a comprehensive framework for the development and support of industrial and manufacturing businesses and jobs. The Plan will explore how the City can best support the development of a modern and growing sustainable industrial economy and well-utilized industrial areas. This plan will be developed by DCP, the New York City Economic Development Corporation (EDC) and the Department of Small Business Services (SBS), with input from other relevant city agencies and stakeholders. With the Industrial Plan anticipated to be completed in December of 2025, beyond the anticipated certification of the Long Island City Neighborhood Plan, the outcomes of this framework are unknown and would require future analysis in this area.

PRIOR PLANNING EFFORTS

NORTHERN HUNTERS POINT WATERFRONT ACCESS PLAN (1997)

In 1997, ~~the Department of City Planning (~~DCP~~)~~ submitted an application to amend the ~~Zoning Resolution~~ZR 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~~was adopted ~~for the city's~~in 1993 to regulate New York 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~~ZR Section 62-951 paragraph (f).

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

SPECIAL LONG ISLAND CITY MIXED USE DISTRICT (LIC) (ADOPTED MAY 2001)

In 2001, ~~the Department of City Planning (DCP) submitted an application to amend~~the CPC amended the Zoning Map~~, Section 9b. The changes~~ to implement~~ed~~ a key land use recommendation ~~stemming~~ taken from ~~DCP's "~~the above-mentioned Framework for Development.~~"~~ 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 were intended to 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 established 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~~)~~ Special District 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.~~

LIC – HUNTERS POINT SUBDISTRICT (HP) (ADOPTED JUNE 2004)

In 2004, ~~DCP submitted an application to amend the Zoning Map, Section No. 8d and 9b to~~ the CPC established 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 then existing LIC Special District ~~Long Island City Mixed Use District~~ and the ~~Hunters Point~~ HP Subdistrict ~~(HP)~~ and established new regulations with regard to the ~~Hunters Point~~ HP Subdistrict.

The amendments were ~~proposed~~ intended 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.~~

SILVERCUP WEST (2006)

In 2006, the CPC approved an application to rezone five lots south of the Queensborough Bridge, between Veron Boulevard and the East River. The application, put forth by Silvercup Studios, rezoned an M1-4 district (described below) to a new Special Mixed Use District (MX-9) with an underlying zoning of M1-5/R10 (described below). The rezoning was intended to facilitate a large-scale mixed-use development, known as Silvercup West, which was expected to include a film and television production studio and towers containing residential, office, retail, and community facility uses and waterfront public open space. The MX-9 district contains specific provisions that would allow CPC to waive restrictions on the size of illuminated signs. Since the rezoning however, the project's special permits expired, and no development has occurred.

LIC – DUTCH KILLS SUBDISTRICT (DK) (ADOPTED SEPTEMBER 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~~LIC Special 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~~LIC Special 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~~Dutch Kills Subdistrict 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~~It is located north and west of Sunnyside Yards and north of the Queens Plaza Subdistrict (QP) of the ~~Special Long Island City Mixed-Use District~~LIC Special District.

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

SPECIAL SOUTHERN HUNTERS POINT DISTRICT (SHP) ~~SOUTH~~ (ADOPTED SEPTEMBER 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 SHP includes provisions to ensure active, pedestrian-oriented experience and to allow panoramic views of Midtown Manhattan and the East River and Newtown Creek waterfronts.

~~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 New York City Landmarks Preservation Commission (LPC), 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~~were constructed in the ~~1870's and the block continued to be built out into the end~~ last three decades 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.

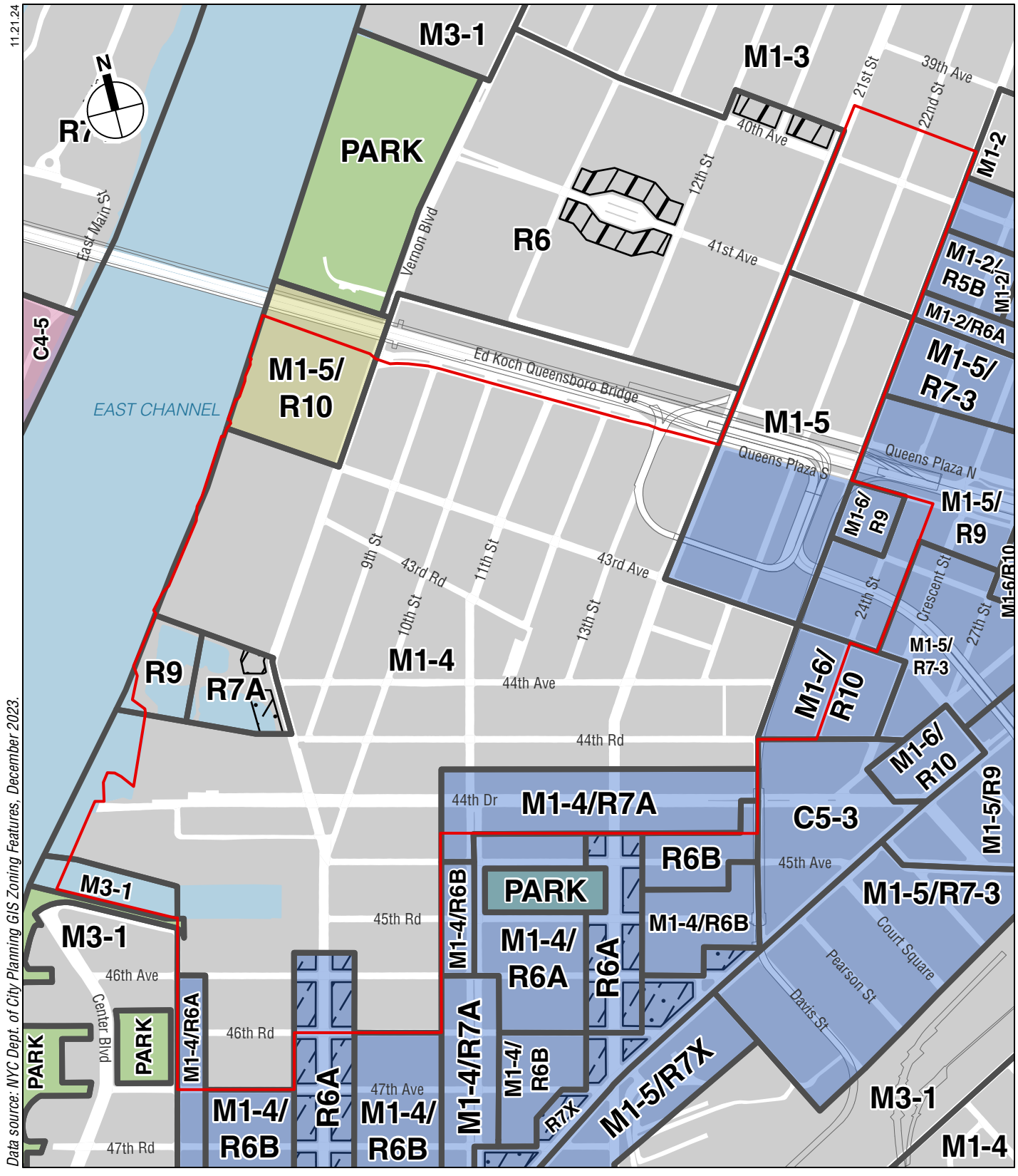
The Queensboro Bridge (LP-0828) was designated as an individual landmark by ~~the~~ LPC in 1974. The bridge was completed in 1908 and opened to the public in 1909 for pedestrian, vehicle, and trolley use. Noted for its historical importance, architectural interest and engineering achievement, the bridge 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~~LPC, 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 the 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. It restricted heavy manufacturing in favor of light manufacturing and allowed residential use in Hunters Point by amending the use and bulk regulations of the Special Hunters Point Mixed Use District. 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 with 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**). There are two special districts in the Project Area. There are currently no MIH Areas mapped within the Project Area. The existing zoning districts mapped in the Project Area are discussed below.



Existing Zoning

R6A (WITHIN LIC – HP)

~~Within the Project Area,~~ An R6A district 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 districts that allow~~s~~ all types of residential and community facility uses. R6A districts permit a maximum residential 3.0, a maximum residential FAR of 3.90 for Qualifying Affordable Housing or Qualifying Senior Housing, ~~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 for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

R6B (WITHIN LIC – HP)

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

The R6B district 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~~districts permit a maximum residential FAR of 2.0, a maximum residential FAR of 2.40 for Qualifying Affordable Housing or Qualifying Senior Housing, 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 for standard residences and 65 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

R7A (OUTSIDE LIC)

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

R7A ~~is a~~districts are medium-density contextual residential districts that ~~would~~ allow all types of community facility and residential ~~uses~~. R7A districts permit a maximum residential 4.0, a maximum residential FAR of 5.01 for Qualifying Affordable Housing or Qualifying Senior Housing, and community facility FAR of 4.0. Base heights are permitted to be between 40 and 75 feet and 85 feet for Qualifying Affordable Housing or Qualifying Senior Housing, 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 for standard residences and 115 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

R9 (OUTSIDE LIC)

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

R9 ~~is a~~districts are high-density non-contextual residential districts that ~~would~~ allow residential uses and community facility uses of all types. R9 districts permit a maximum residential FAR of 7.52, a maximum residential FAR of 9.02 for Qualifying Affordable

Housing or Qualifying Senior Housing, 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~~standard residence envelope. Where the ~~Quality Housing Program~~standard residence envelope is utilized, base heights are permitted to be between 60 and 95 feet on narrow streets and 135 feet for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 15-foot setback is required, and base heights are permitted to be between 60 and 105 feet on a wide street and 135 feet for Qualifying Affordable Housing or Qualifying Senior Housing, 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 for standard residences and a maximum of 185 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

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

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

The M1-5 district is mapped on four full blocks ~~and is~~ bisected by ~~the~~ Ed Koch Bridge/Queens Plaza South~~; the district is~~, and bounded 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-~~medium density~~,~~ light manufacturing districts, which serve as ~~a~~ buffers 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,~~ An M1-4 district is mapped on 37 full and two partial blocks and accounts for ~~the majority~~much of the Project Area.~~;~~ The district is bounded 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 districts are ~~is a~~ non-contextual light manufacturing districts, which serve~~s~~ as ~~a~~ buffers between other manufacturing districts and adjacent residential or commercial districts. ~~This~~ The 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.

M3-1 (OUTSIDE LIC)

An M3-1 is mapped on one partial block on the westerly portion of Anable Basin.

M3-1 is a non-contextual heavy manufacturing district, designed to accommodate the essential heavy industrial uses which involve more objectionable influences and hazards. The district allows all types of retail and commercial uses, general service uses, and manufacturing uses while residential and community facility uses are not permitted. M3-1 districts permit a maximum commercial and manufacturing FAR of 2.0. M3-1 districts permit a maximum height of the front wall of 60 feet or four stories within the permissible initial setback distance, before Sky Exposure Plane regulations apply to the overall height. The initial setback distance on narrow streets and wide streets are 20 and 15 feet, respectively. Alternatively, when an open area is provided along the full length of the front lot line, with a depth of 15 feet on narrow streets and 10 feet along the wide streets, the Alternate Sky Exposure Plane regulations shall apply.

M1-4 / R6A (WITHIN LIC – HP)

~~Within the Project Area, the~~ An M1-4 district is paired with ~~the~~ an R6A district ~~is~~ and mapped on ~~one~~ two partial block~~s~~ along 5th Street. Paired districts combine a manufacturing and a residential district and are mapped in the ~~Hunters Point Subdistrict (~~HP~~)~~ Subdistrict of the ~~Special Long Island City Mixed Use District (~~LIC~~)~~ Special District. The paired district is bound~~ed~~ 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, a maximum residential FAR of 3.9 for Qualifying Affordable Housing or Qualifying Senior Housing, 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~~s~~ may reach a maximum of 75 feet for standard residences and 95 for Qualifying Affordable Housing or Qualifying Senior Housing. The ~~Hunters Point~~HP 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~~ An M1-4 district is paired with ~~the~~ an R7A district ~~is~~ and 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~~)~~ Subdistrict of the ~~Special Long Island City Mixed Use District (~~LIC~~)~~ Special District. The paired district is bound~~ed~~ by 23rd Street to the east, the mid-block between 44th Drive and 44th Road to the north, ~~mid-block between~~a point 100 feet west of 11th Street ~~and Vernon Boulevard~~ to the west, and the 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~~ a maximum residential FAR of 5.01 for Qualifying Affordable Housing of Qualifying Senior Housing, 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 and 85 feet for Qualifying Affordable Housing or Qualifying Senior Housing, 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 for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

The ~~Hunters Point~~HP 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~~ An M1-5 district paired with ~~the~~ an R9 district ~~is~~ and 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~~)~~ Subdistrict of the ~~Special Long Island City Mixed Use District (~~LIC~~)~~ Special District. The M1-5 / R9 district corresponds specifically to Area B of the ~~Queens Plaza Subdistrict Plan~~QP. The paired district is bound by Queens Plaza South and 42nd Street to the north, the 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~~QP 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~~ and a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing. ~~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.

M1-5~~6~~ / R10 (~~WITHIN LIC – QP~~MX-9)

An M1-5 district is paired with an R10 district and mapped on an area bounded by the Queensborough Bridge to the north, unmapped 43rd Avenue to the south, Vernon Boulevard to the east and the East River to the west. Paired districts combine a manufacturing and a residential district. The M1-5 / R10 district corresponds to the Special Mixed Use District - 9 (MX-9), with which it is coterminous.

The M1-5/R10 paired district permits a mix of uses, allowing new residential and non-residential uses within the same building. Paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The M1-5/R10 district permits a maximum FAR of 5.0 for manufacturing and commercial use and 10.0 for residential and community facility uses, and a maximum residential FAR of 12.0 for Qualifying Affordable Housing or Qualifying Senior Housing.

The MX-9 contains specific provisions that allows the CPC to modify regulations related to surface area, illumination, projection, or height of signs.

M1-6 / R9 (WITHIN LIC – QP)

~~Within the Project Area, the~~ An M1-6 paired with the R9~~10~~ district is mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the ~~Queens Plaza Subdistrict (~~QP~~)~~ Subdistrict of the ~~Special Long Island City Mixed Use District (~~LIC~~)~~ Special District. M1-6 / R9 corresponds specifically to Area D of the QP 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 districts are non-contextual, high-density light manufacturing districts paired with a high-density residential districts. 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 QP 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 zoning regulations. Area D permits a maximum residential FAR of 8.0, a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing, 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)

An M1-6 district is paired with an R10 district and mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the QP. The M1-6 / R10 district ~~R10~~ corresponds specifically to Areas A-1 and A-2 of the ~~Queens Plaza Subdistrict Plan~~QP subdistrict. Portions of only 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~~districts are non-contextual light manufacturing districts paired with ~~a~~ high-density residential districts. 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~~QP 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 within residential districts that serve local retail and service needs~~ and are found within residential districts~~. C1-5 overlays are located across four full blockfronts and two ~~blocks~~ partial blockfronts within the Project Area along Vernon Boulevard at a 100-foot depth where an R6A district is ~~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 ~~the~~ Long Island City where off-street parking is not required. The~~se~~ regulations allow parking to be provided in a manner that supports a mass transit and pedestrian-oriented central mixed use district.

~~HUNTERS POINT~~HP 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~~QP 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 restrict~~s~~ 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 to parking. Additionally, loading berths are not permitted along the designated street frontages.

SPECIAL SIGN REGULATIONS

The ~~Special~~ QP 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 f~~F~~all of 2023. ~~The Department~~DCP, 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 goals. ~~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 1 and 2, elected officials, nonprofits, advocacy groups, residents, businesses, property owners, and various stakeholders. These goals are intended to spur housing creation, including affordable housing; develop waterfront open spaces; and encourage job growth.

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.~~ which has necessitated the Proposed Actions. While much of Long Island City has been rezoned since 1995, most of the Project Area has been excluded from these initiatives. ~~particularly along the~~ The

waterfront~~,~~ was ~~also host to several~~ privately ~~led attempts at rezoning that~~rezoned, but the zoning changes did not ~~yield~~ result in any ~~land use changes~~new development. Today, new residential development is not permitted in key areas and along many major corridors ~~is not permitted~~. Businesses located within the ~~Industrial Business Zone~~ (IBZ~~s~~) are also ~~are~~ restricted from expanding ~~and being responsive~~in response to the growing residential population directly east of it in the Long Island City core.

The Proposed Actions ~~seek to facilitate the implementation of~~would implement 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~~ Absent the Proposed Actions, the ~~Project Area's~~existing zoning ~~districts permitting residential~~ will continue to produce ~~a small amount of~~ substantially less housing ~~compared to the~~than surrounding areas ~~around it~~. Currently, no mechanism exists to mandate ~~inclusionary~~ permanent affordable housing within the entirety of the Project Area. While the establishment of the ~~Long Island City Special Mixed Use District~~LIC Special District in 2001 spurred significant development in the last two decades, the Project Area was largely left out of ~~this~~ the 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 also 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; the investments ~~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, high-quality jobs and training.

Each objective is discussed in more detail below.

DETAILED OBJECTIVES OF THE PROPOSED ACTIONS

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~~)~~ aAreas. 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 OPEN SPACE ALONG THE WATERFRONT AN IN THE CORE.

Today, ~~LIC~~ Long Island City 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 improvement and creation of open space along the waterfront and in the Long Island City core~~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~~achieve this by modifying the existing

~~Waterfront Access Plan (~~WAP~~)~~ to guide the development of new, high-quality open space (up to 6 acres) 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~~ requiring development of the WAP. The proposed street mapping action ~~will~~ would create the framework for ~~the creation of a public~~a new open space along the East River that would invite the ~~feels~~ public ~~due~~ to ~~its separation from development~~the waterfront. 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 the~~se~~ Project Areas key corridors ~~also do not encourage~~discourage an engaging pedestrian experience.

The Proposed Actions aim to enhance public realm conditions, encourage walkability, ~~active~~ activate 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 manufacturing~~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~~would address ~~seal~~ sea level rise and coastal flooding. Deploying a range of stormwater management strategies and infrastructure ~~is intended to~~would 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~~and neighborhood resilience by providing opportunities for renewable energy generation, building retrofits, and promoting the use of sustainable, durable, and local materials ar~~e intended to foster~~

~~neighborhood resilience and sustainability. City of Yes for Housing Opportunity~~, CHO would encourage other green building practices such as adaptive reuse.

The 2021 Zoning for Coastal Flood Resiliency text amendment would further ~~that~~ ensure that new development facilitated by ~~these actions~~the Proposed Actions on both waterfront and inland sites within the Federal Emergency Management Agency (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~~square feet 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 a 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~~ established 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~~S (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, and M1-6A ~~and M2-3A~~.
- Expand the existing ~~Special Long Island City Mixed Use District~~ modify regulations related to surface area, illumination, projection, or height of signs 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 Anable 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 AMENDMENTS ~~(ZR) TO~~

- Amend Appendix F of the Zoning Resolution, to designate ~~Mandatory Inclusionary Housing (~~MIH~~)~~ ~~a~~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~~ LIC Special 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 space occupied by ~~the exemption of~~ school to be exempt from floor ~~area and modified bulk under certain conditions throughout the Special District~~calculations within the new LIC Special District subareas.
- ~~Expand the applicability of Zoning for Transit Accessibility to the Project Area.~~
- Create an ~~waterfront bulk~~ authorization that ~~allows~~ would allow for additional ~~height~~ flexibility in building envelope for ~~sites adjacent to elevated ramps and bridges~~development utilizing the new school floor area exemption rule.
- 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~~ on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on ~~these same~~ blocks within the waterfront subdistrict.
- 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~~ established under Sections 61-21 (Restriction on Highest Projection of Building or Structure) or 61-22 (Permitted Projection Within any Flight Obstruction Area) for Zoning Districts without a maximum height limit within the newly established Subdistricts of the ~~Special Long Island City Mixed Used District~~LIC Special District following verification that said modifications would not pose a hazard to air navigation.
- Create an authorization to allow sites within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas.
- ~~MM – Change in City Map to:~~

DESIGNATION OF AN URBAN DEVELOPMENT ACTION AREA (UDAA), APPROVAL OF AN URBAN DEVELOPMENT ACTION AREA PROJECT (UDAAP), AND DISPOSITION OF CITY-OWNED PROPERTY

- HPD is seeking designation of UDAA, project approval of a UDAAP, and disposition of City-owned property located on Block 24, Lot 7.

CITY MAP AMENDMENTS

- 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.

COMBINATION ACQUISITION AND SITE SELECTION BY THE CITY

- DCAS is seeking to place an easement on waterfront portions of a property located on Block 488 Lot 114. This action would allow the City to create new waterfront public open space.

PROPOSED ZONING MAP CHANGES

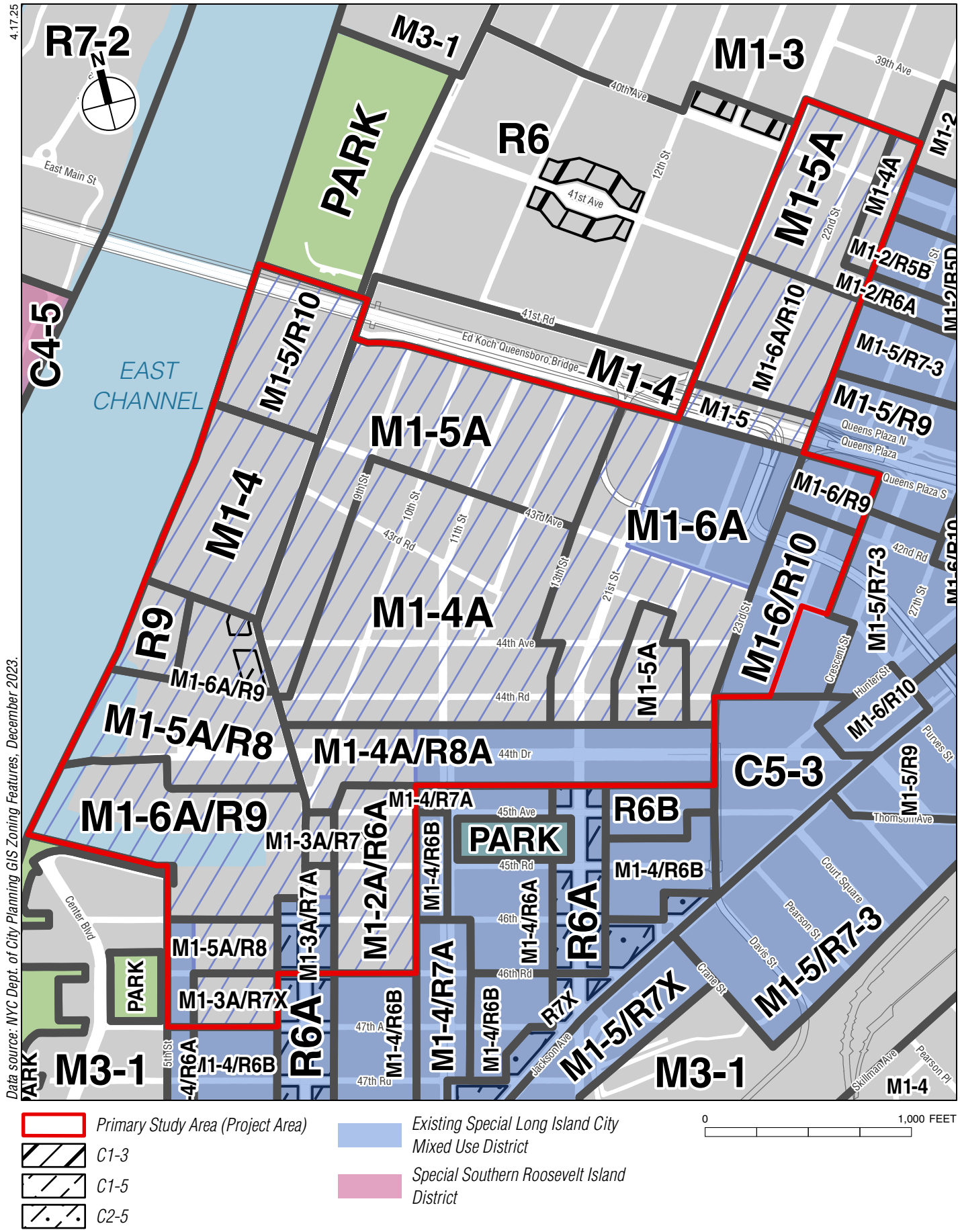
The Proposed Actions would change the zoning in an approximately 54-block area of Long Island City, as discussed in detail below and shown in **Figure 4.4** ~~of the EAS form. The Proposed Actions include Zoning Map Amendments to:~~

- ~~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.~~
- ~~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.~~



Proposed Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 4

- ~~An area between 46th Road to the~~ south, 45th Avenue to the north, stretching approximately 400 feet midblock, between Vernon Boulevard to the west, and 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.

An M1-2A/R6A district is a mixed-use district that pairs an M1-2A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R6A district, ~~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. M1-2A/R6A~~M1-3A/R7A~~ districts permit a maximum residential FAR of 3.9~~4.6~~, when mapped with inclusionary housing, and an FAR for community facility, commercial and industrial uses up to 3.0~~4.0~~. Mixed-use buildings with residential and non-residential uses would be allowed a maximum base height of 65 feet, above which the building must be set back, and may rise to a maximum height of 95 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 portions of four blocks:

- A portion of blocks between 46th Road to the south and 46th Avenue to the north, stretching approximately 100 feet from either side of Vernon Boulevard.
- A portion of a block between 46th Avenue to the south and 45th Road to the north at a depth of approximately 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 approximately 100 feet along 46th Avenue and approximately 75 feet along Vernon Boulevard.

An M1-3A/R7A district is a mixed-use district that pairs an M1-3A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R7A district, 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 5.01, 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 base~~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~~two blocks:

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

An area between 47th Avenue to the south, 46th Road to the north, stretching approximately 400 feet midblock, between 5th Street to the west and Vernon Boulevard to the east. An M1-3A/R7X district is a mixed-use district that pairs an M1-3A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R7X district, 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 and~~,~~ industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum ~~street wall~~base 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~~ seven 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 an approximately 100-foot depth.

An M1-4A/R8A district is a mixed-use district that pairs an M1-4A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R8A district, 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~~base 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~~portions of four blocks:

- Four lots west of Vernon Boulevard at Block ~~44~~488, Lots 11 and 15 and Block 489, Lots 1 and 23~~3~~.
- Portions of a block between 47th Avenue to the south and 46th Road to the ~~south, 46th Avenue to the~~ north, along the western side of 5th Street at an approximately 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.

An M1-5A/R8 district is a mixed-use district that pairs an M1-5A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R8 district, 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, and 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~~base height of 105 feet above which the building must be set back and may rise to a maximum height of ~~210~~ 435 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets and no height limit within Area D of the QP Subdistrict of the LIC Special District.

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 Streets to the east.

An M1-6/R9 district is a is a paired district within the D Area of the ~~Queens Plaza~~QP subdistrict of the ~~Special Long Island City Mixed Use District~~LIC Special District. The district pairs an M1-6 district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, 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, a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing, 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~~has a height limit ~~overall building height~~of 285 feet.

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

M1-6A/R9 districts are proposed for approximately ~~four~~ three 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~~ 100 feet west of Vernon Boulevard.
- Portions of a block west of Vernon Boulevard between 45th Avenue to the north and a point approximately ~~350~~ 75 feet ~~south~~ north of ~~45th~~ 46th 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.

An M1-6A/R9 district is a mixed-use district that pairs an M1-6A district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, 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 9.02~~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~~base height of ~~125~~ 135 feet and would not have a maximum building height ~~of 225 feet~~ on waterfront blocks. Along wide streets a building setback of 10 feet is required and a setback of 15 feet is required 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 Streets to the east.

An M1-6/R10 district is a paired district within the A-2 Area of the ~~Queens Plaza~~QP subdistrict of the ~~Special Long Island City Mixed Use District~~LIC Special District. The district pairs an M1-6 district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R10 district, 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~~,~~ FAR of 12.0, when Mandatory Inclusionary Housing is mapped, and a community facility, commercial and industrial ~~use~~ FAR of 12. This district permits a maximum building base height of ~~150~~ 155 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~~has a height limit of 355 feet.

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.

An M1-6A/R10 district is a paired district that pairs an M1-6A district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R10 district, 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~~base height of ~~110~~ 155 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The ~~maximum permitted building~~district has a height ~~is 350~~limit of 355 feet.

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

M1-4A districts are proposed for approximately ~~five~~ 15 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~~ a point approximately 225 feet north of 40th Avenue to the north, 23rd Street to the east, a point approximately 100 feet north of ~~40th~~ 41st Avenue to the south and the midblock between 22nd and 23rd Streets to the west.
- ~~A portion of the western blocks along 23rd Street between a point at the midblock between 39th~~ An area bounded by 43rd Avenue to the north and ~~40th Avenue~~9th Street to the west, 44th Avenue to the south, 13th Street to the east. An area bounded by 44th Avenue to the north, 9th street to the east, 44th Road to the south, and a point approximately 100 feet ~~north of 41st Avenue~~from 21st Street to the east.

An M1-4A ~~is a medium-density manufacturing~~ district 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. An M1-4A permits a maximum community facility, commercial and manufacturing FAR of 5.0. M1-4A districts permit a maximum ~~street wall~~ base 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~~An area between Queens Plaza South, ~~between~~ 9th Street to the west, ~~and~~ 13th Street to the east, and 43rd Avenue to the south. ~~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~~approximately 225 feet north of 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~~approximately 225 feet to the north of 40th Avenue.
- An area bounded by 44th Avenue to the north, a point approximately 100 feet east of 21st Street to the west, a point approximately 100 feet west of 23rd Street to the east and ~~at~~ the midblock between ~~40th~~ 44th Avenue and 44th Drive to the south.
- A portion of a block between 22nd Street to the east, a point approximately 100 feet from 21st Street, 44th Avenue to the south and a point approximately 150 feet from 44th ~~and 39th~~ Avenue to the north.

An M1-5A district 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. An M1-5A district permits a maximum community facility, commercial and manufacturing FAR of 6.5. M1-5A districts permit a maximum ~~street wall~~base 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 M1-5~~3~~ AND M1-4)

M1-6A districts are proposed for approximately ~~15~~ 10 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~~ 21st Street to the east and 13th Street to the west.
- An area between 44th Avenue to the south, 13th Street to the west, 43rd Avenue to the north and 21st Street to the east.
- 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 100~~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.

An M1-6A district 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. An M1-6A district permits a maximum community facility, commercial and manufacturing FAR of 8.0. M1-6A districts permit a maximum ~~street wall~~base 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. Additionally, to address implementation constraints of large parcels, the WAP would enable sequencing of complex multi-phased developments.

PROPOSED ZONING TEXT AMENDMENTS

~~The Department of City Planning~~DCP 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, and M1-6A/R10 districts to the list and maps of ~~Mandatory Inclusionary Housing~~MIH 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 percent to~~-~~ 30~~%~~ percent 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~~zsf 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~~ three 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 income 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~~%~~ percent set-aside at AMIs averaging 115% and does not allow public funding.

SPECIAL LONG ISLAND CITY MIXED-USE DISTRICT (LIC)

The existing boundaries of the LIC Special District would be modified to cover the Project Area's paired districts as well as its manufacturing districts.

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

Bulk Regulations

Table 1 shows the maximum permitted residential FARs that would be modified in the M1-6A/R9 zoning district within MIH Areas.

Table 1
Existing and Proposed Residential FAR

Zoning District	Standard MIH Residential FAR	Proposed MIH Residential FAR
M1-6A/R9	9.02	8.4

Table 2 shows the maximum permitted community facility FARs that would be modified within the waterfront subdistrict in the M1-3A/R7X, M1-5A/R8, and M1-6A/R9 zoning districts to match the paired Manufacturing district.

Table 2
Existing and Proposed Community Facility FAR

Zoning District	Standard Community Facility FAR	Proposed Community Facility FAR
M1-3A/R7X	5	4
M1-5A/R8	6.5	4
M1-6A/R9	10	8*
Note: *Where residential FAR is modified to 8.4		

Table 3 shows the zoning districts within which the maximum permitted residential, community facility, commercial and manufacturing FAR would be modified to follow floor area regulations applicable in the QP Subdistrict of the LIC Special District.

Table 3
Existing and Proposed FAR

	Underlying Floor Area Regulations				Proposed Floor Area Regulations			
Zoning District	Max Residential FAR	Max Community Facility FAR	Max Commercial FAR	Max Manufacturing FAR	Max Residential FAR	Max Community Facility FAR	Max Commercial FAR	Max Manufacturing FAR
M1-6/R9	9.02	10.0	10.0	10.0	9.6*	10	15*	15*
M1-6/R10	12.0	10.0	10.0	10.0	12.0	12.0**	12.0**	12.0**
Notes: *Follows subarea D of the Queens Plaza Subdistrict **Follows subarea A-2 of the Queens Plaza Subdistrict								

Table 4 shows the zoning districts where the maximum permitted base and building height would be modified.

Table 4
Existing and Proposed Building Heights

Zoning District	Underlying Maximum Base Height	Proposed Maximum Base Height	Underlying Maximum Building Height	Proposed Maximum Building Height
M1-6A/R10	155'	155'	355'	N/A*
M1-6/R10	150'* or 155'	155'	355' or N/A**	N/A**
M1-6/R9	135' or 150'***	155'	285' or N/A***	N/A***

Notes:
* Applicable to zoning lots located north of Queens Plaza North, in other areas no height limit applies.
**Follows Subarea A-2 of the Queens Plaza Subdistrict
*** Follows Subarea D of the Queens Plaza Subdistrict

WATERFRONT BULK CONTROLS

Along the waterfront, bulk regulations would be revised to create a zoning envelope that is appropriate for the specific conditions along Long Island City's waterfront. Maximum base heights for buildings within the waterfront subdistrict would be modified for an enhanced pedestrian experience and to respond to the unique context of Anable Basin and the surrounding street network. A modified transition zone between base and tower would be established so that bulk can be distributed in a way that breaks up the vertical plane of a tower, while maintaining visual corridors to the waterfront and open views of the sky. New tower regulations would be introduced to facilitate architectural variety and a dynamic skyline, in addition to regulations that control the spacing, location, and orientation of towers. The over-arching goal is to create a building form that relates to the waterfront and establishes a distinct Long Island City waterfront community.

As shown in **Table 5**, base heights, transition zone heights, and overall heights of districts mapped within the waterfront area would be modified under the LIC Special District.

Table 5
Existing and Proposed Waterfront Bulk Controls

	Underlying Bulk Controls				Proposed Bulk Controls		
Zoning District	Max Base Height (ft)	Max Transition Height Tier 1 (ft)	Max Transition Height Tier 2 (Ft)	Maximum Building Height	Maximum Base Height	Maximum Transition Height	Maximum Building Height
M1-5A/R8	105*	145	215	435	85-125**	300	435***
M1-6A/R9	135*	185	285	N/A	85-125**	300	N/A

Notes:
*When developed within 50 feet of the shoreline, a building may rise to a maximum base height of 85 feet.
**A variety of base heights would be applied throughout the waterfront subdistrict to respond to the unique context of Anable Basin and surrounding street network.
*** Excluding underlying penthouse provisions. For sites that qualify as waterfront lots no maximum building height apply.

WATERFRONT OPEN SPACE BONUS

The LIC 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 residential FAR of 9.02 where MIH is mapped.

ADDITIONAL PROVISIONS

In order to create opportunities for publicly accessible open space near the core, the special district would include a CPC authorization to allow developments within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas.

The underlying public plaza program (ZR 37-70) allows bonuses at the densities, but not in the zoning districts, which would be mapped under the Proposed Actions. With approval of the authorization, the typical 20 percent maximum bonus would apply; for every square foot of public plaza provided, the development could include an additional four square feet of floor area in M1-6/R9 zoning districts, and six square feet of floor area in M1-6/R10 and M1-6A/R10 districts.

. The authorization would be available for zoning lots greater than 25,000 square feet and would allow modification of street wall and maximum height requirements to accommodate the plaza and bonus floor area. In addition, the authorization would allow modifications to the plaza design requirements to encourage spaces that reflect the mixed-use character of the area.

STREETSCAPE AND URBAN DESIGN REGULATIONS

To foster architectural excellence and enhance walkability and vibrancy, the LIC Special 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.

~~**PROPOSED DISPOSITION OF CITY-OWNED PROPERTY**~~

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 LIC Special 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, without a maximum height limit, within the LIC 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, M1-5A/R8, M1-6A/R9 and M1-6A/R10.

DESIGNATION OF AN URBAN DEVELOPMENT ACTION AREA, APPROVAL OF AN URBAN DEVELOPMENT ACTION AREA PROJECT, AND DISPOSITION OF CITY-OWNED PROPERTIES

The Proposed Actions include the designation of a UDAA, project approval of an UDAAP and disposition of City-owned sites under HPD jurisdiction. HPD seeks to designate an UDAAP for the purpose of disposition and development of income-restricted housing on portions of Block 24, Lot 7.

The lot is an approximately 42,500-square-foot City-owned property. The lot is bounded by 44th Drive to the north, 5th Street to the west, 45th Avenue to the south and Vernon Boulevard to the south. The lot is currently zoned M1-4. Under the Proposed Actions, this lot would be rezoned to M1-5A/R8 in an MIH Area, within the proposed Special District boundary.

~~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~~City Map amendments would ~~facilitate a~~support the 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.

PROPOSED DISPOSITION OF CITY-OWNED PROPERTY

The Proposed Actions include the 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 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 a future merged zoning lot.

Disposition of City-owned property under the jurisdiction of 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.

~~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.~~

COMBINATION ACQUISITION AND SITE SELECTION OF PROPERTY BY THE CITY

The Proposed Actions include the acquisition and site selection of an easement by the City on waterfront portions of a property located on Block 488, Lot 114. This action would allow the City to create new waterfront public open space.

WATERFRONT REVITALIZATION PROGRAM (WRP)

Portions of the Project Area are within the coastal zone and would therefore be reviewed by CPC, in its capacity as the City Coastal Commission, to determine whether the Proposed Actions are consistent with WRP policies.

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 (~~an RWCDS~~)~~ was developed for ~~both~~ the ~~current~~ future absent the Proposed Actions (No- Action condition) and ~~proposed zoning~~the ~~(~~With- Action condition~~)~~ ~~conditions~~ for a 10-year period (build year 2035). The incremental difference between the ~~Future No-~~With Action and ~~Future With-~~No 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~~future conditions, with and without the Proposed Actions, 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~~ determined for ~~where~~ sites in the proposed mixed-use districts ~~were proposed under the Future With-Action conditions~~ and ~~one where~~for sites in districts that would only permit manufacturing ~~districts were proposed~~uses under the ~~Future~~ With- Action condition~~s~~.

Development sites were initially identified based on the following criteria where mixed-use districts ~~were~~ are 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~~square feet 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~~ are 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~~square feet 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~~10-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.

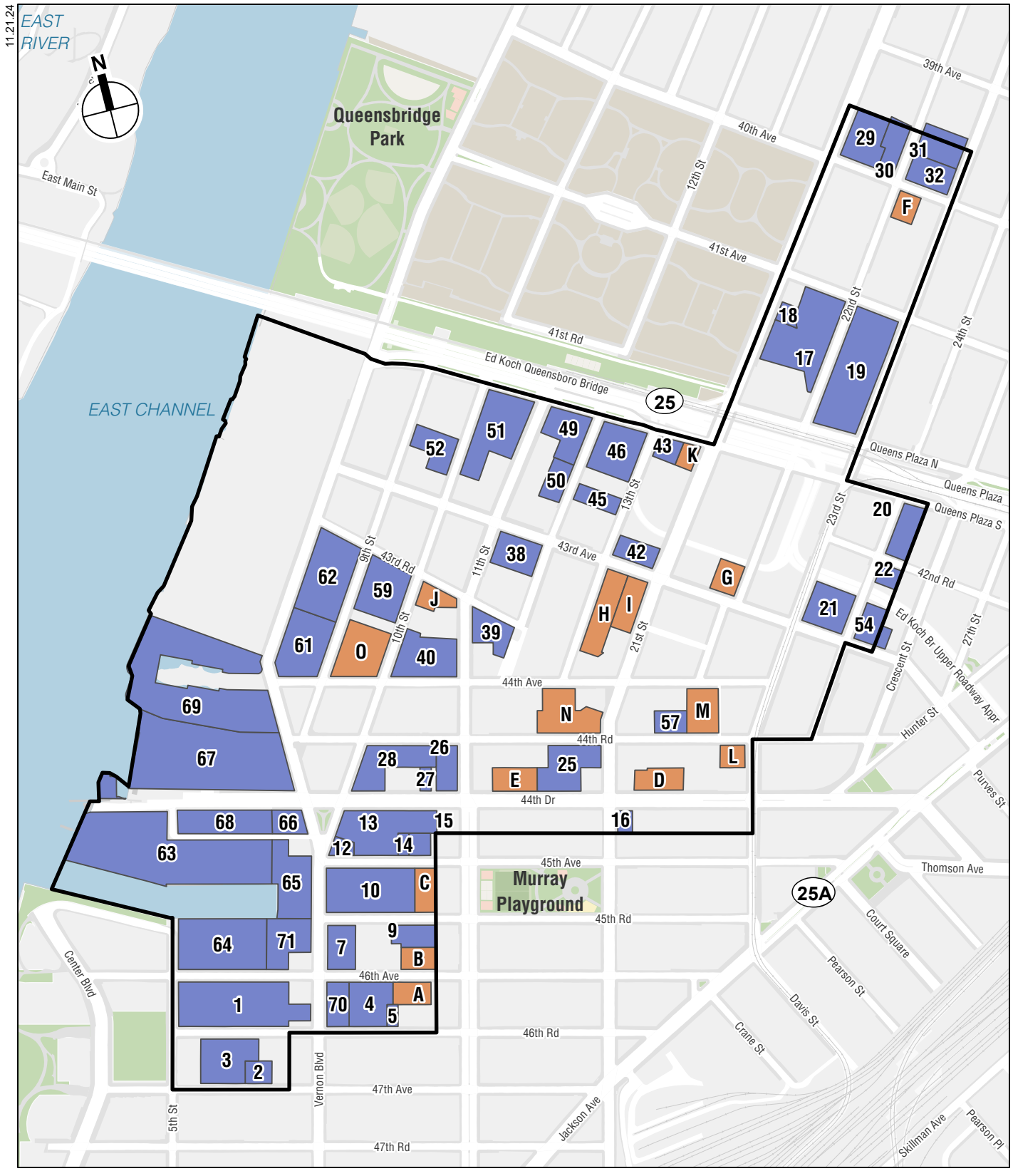
Based on the above criteria, ~~65~~ 67 development sites (~~50~~ 52 projected and 15 potential) have been identified in the rezoning area. These projected and potential development sites are depicted in **Figure 5** and summarized in **Table 6**. Detailed tables are in **Appendix ~~2~~1**.

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. In specific cases, average dwelling unit sizes of 915 square feet were assumed to reflect more reasonable development assumptions for sites along the waterfront.



Development Sites

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 5

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

In the ~~future without the Proposed Actions (~~No-Action~~),~~ condition, 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 vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. **Table 63** shows the No-Action conditions for the projected development sites.

As shown in **Table 63** ~~below~~, it is anticipated that, in the ~~future without the Proposed Actions~~No Action condition, there would be a total of approximately ~~5,637,305~~5,874,568 ~~sf~~square feet of built floor area on the ~~50~~ 52 projected development sites. Under the RWCDS, the total No-Action development would comprise approximately ~~2,043~~ 2,311 residential units, ~~295,725~~341,300 ~~sf~~square feet of retail, restaurant and grocery store uses, 1,808,364 ~~sf~~square feet of office space and ~~1,479,677~~ 1,724,635 ~~sf~~square feet of industrial space. The No-Action estimated population would include approximately ~~4,699~~5,315 residents and ~~8,901~~9,415 workers on ~~these~~ the projected development sites.

- In ~~a~~ the No-Action ~~scenario~~condition, new housing growth would likely be limited to where residential development is currently permitted within the ~~Special~~ LIC Special District ~~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~~ framework to provide development incentives and flexibility.

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

The ~~Proposed Actions~~With Action condition 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~~WAP would expand the open space network along the waterfront with the potential to connect Queensbridge Park to the north with Gantry Plaza 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 63**, under the RWCDS, the total development expected to occur on the 50 52 projected development sites under the With-Action Scenario 1 condition would consist of approximately 15,371,444 16,697,150 sf square feet of residential floor area (approximately 15,720 17,010 dwelling units DUs), 20 to 30% percent of which are expected to be affordable pursuant to MIH, 5,436,301 5,630,584 sf square feet of commercial uses, 906,766 930,150 sf square feet of industrial uses, and 339,416 291,784 sf square feet of community facility uses. The With-Action Scenario 1 estimated population would include approximately 36,156 39,123 residents and 22,778 23,516 workers on these projected development sites. The projected incremental (net) change between the No With Action and With No Action Scenario 1 conditions that would result from the Proposed Actions would be an increase of 13,365,856 14,436,817 sf square feet of residential floor area, 427,450 3,332,212 sf square feet of commercial space, 339,416 291,784 sf square feet 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 572,911 794,485 sf square feet 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~~

Table 6
2035 RWCDS No Action and With Action Uses

Land Use	No Action Condition	With Action Condition	Increment
Residential			
Total Residential DUs	2,311	17,010	14,699
Affordable DUs @ 20%	0	3,245	3,245
Affordable DUs @25%	0	4,058	4,058
Affordable DUs @ 30%	0	4,867	4,867
Commercial			
Local Retail SF	341,300	911,053	569,753
Life Science SF	0	345,707	345,707
Office SF	1,808,364	4,373,824	2,565,460
Other Commercial SF	53,470	0	-53,470
Total Commercial SF	2,203,134	5,630,584	3,427,450
Community Facility			
Community Facility SF	0	291,784	291,784
Total Community Facility SF	0	291,784	291,784
Industrial/Auto-Related			
Warehouse GSF	821,932	0	-821,932
Auto-Related	14,936	0	-14,936
Manufacturing GSF	887,767	930,150	42,383
TOTAL INDUSTRIAL GSF	1,724,635	930,150	-794,485

Table 6
2035 RWCDS No Action and With Action Uses

Land Use	No Action Condition	With Action Condition	Increment
Population[1, 2]			
Residents	5,315	39,123	33,808
Workers	9,415	23,516	14,401

Notes: SF/sf = square feet
[1] Assumes 2.30 persons per DU for residential units in Queens Community Districts 1 and 2. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 333 sf of local retail; 1 employee per 25 DU; 1 employee per 3 hotel rooms; 1 employee per 1,000 sf of industrial; 1 employee per 15,000 sf of warehouse uses; 1 employee per 450 sf of medical office space; 1 employee per 1,000 sf of other community facility space; and 1 employee per 50 parking spaces.
[2] A conservative estimate of 1 employee per 500 sf is used for other commercial.

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.

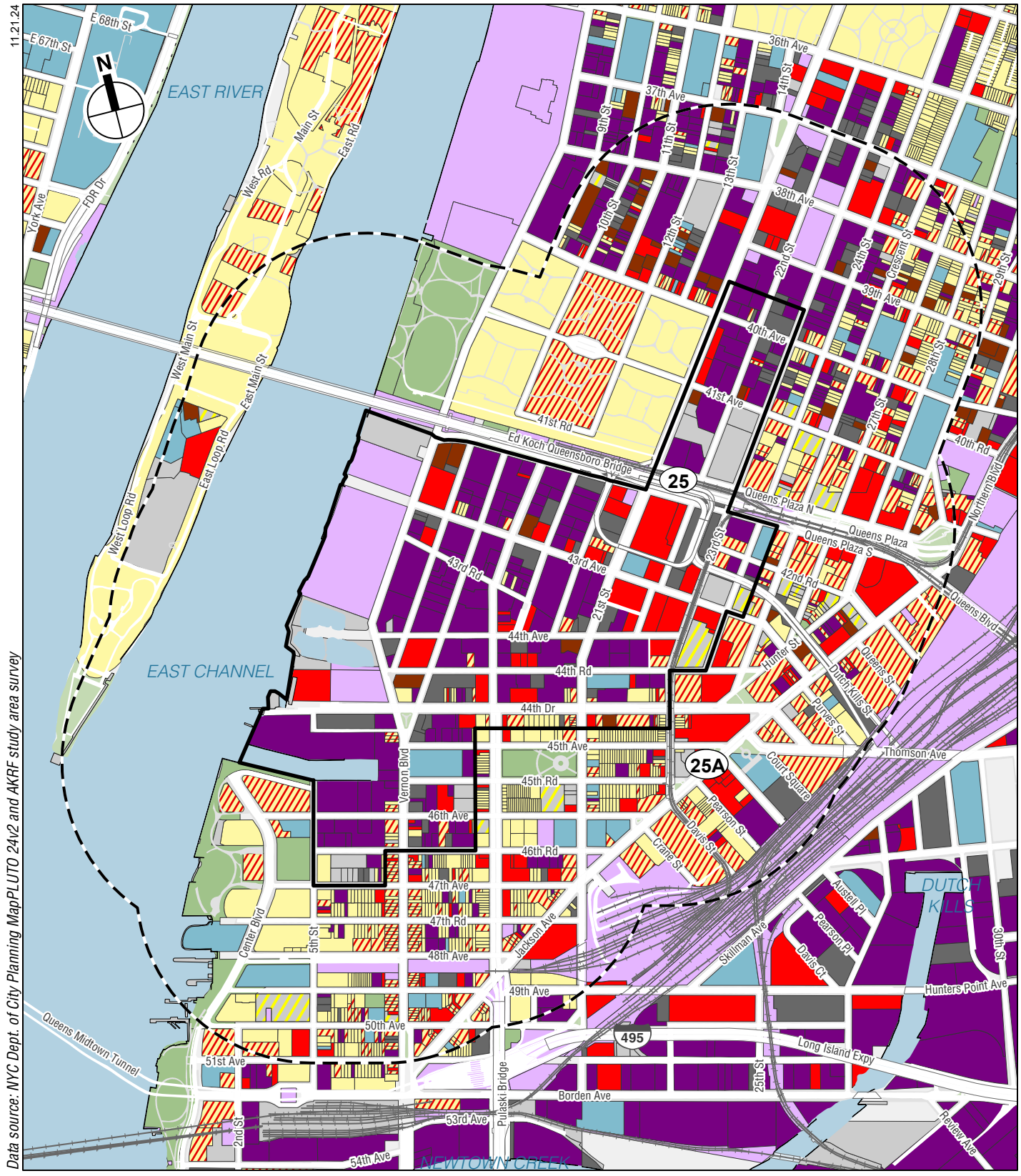
In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their timing, 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) 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



Existing Land Use

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 6

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~~Area, 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 average rents, ~~estimates of the number of housing units not subject to rent protection,~~ and median and average household incomes.

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; if the population increase exceeds 10 percent of the study area population, a detailed analysis 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 exceeds the 200,000 square-foot 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.

EMERGENCY SERVICES

- The *CEQR Technical Manual* requires a detailed analysis of impacts on police and fire services, hospitals, and public health clinics if a proposed action would affect the physical operation of, or access to and from, a station house or healthcare facility, or where a proposed project would create a sizeable new neighborhood where none existed before. The Proposed Actions would not directly displace a station house or healthcare facility, and, therefore, would not adversely affect the physical operation of, or access to and from a facility. In addition, the Proposed Actions would not create a sizeable new neighborhood, where none existed before. Therefore, a detailed analysis of potential impacts on police and fire services, hospitals, and public health

clinics is not warranted. For informational purposes, the police, fire, and health care facilities serving the Project Area will be provided.~~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.

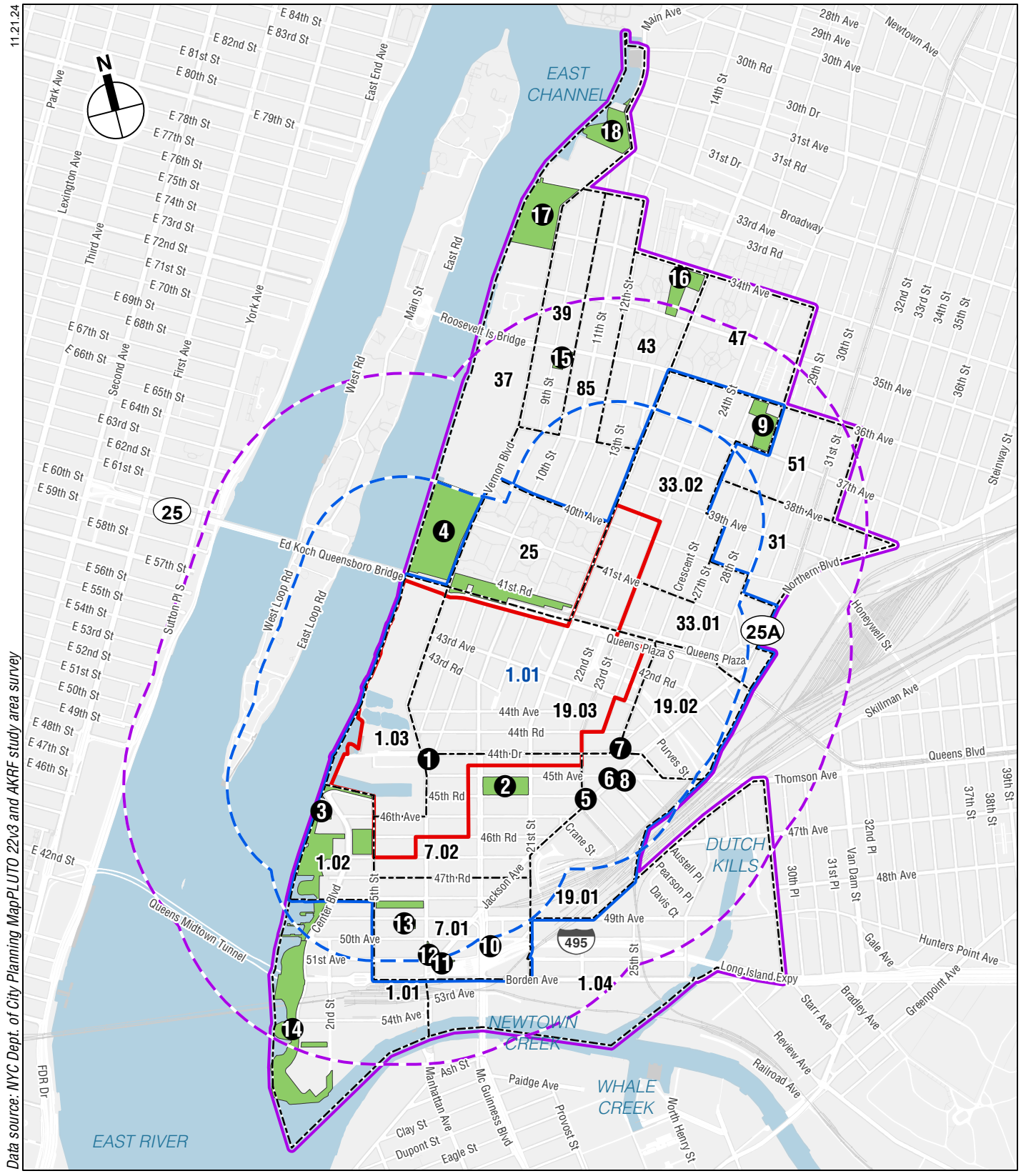
The Proposed Actions would introduce both new residents and new workers populations that exceed their respective CEQR thresholds for indirect effects mentioned above. Therefore, an assessment of both residential and nonresidential open space is warranted and will be provided in the EIS. The open space 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 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,



Open Space Resources

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 7

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 remaining 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 development 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 area and study area and include: New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, and 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 S~~s~~tate or N~~n~~ational R~~r~~egisters of H~~h~~istoric P~~p~~laces (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~~ New York 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~~square feet 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, and ferry 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 (including ferries) 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 2**. 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~~0.25 percent per year for years one through five, ~~0.25~~0.125 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.

FERRY

The study area is served by NYC Ferry on the Astoria route, which is operated by the New York City Economic Development Corporation (EDC). It connects the study area with other parts of Queens and the other boroughs along the East River waterfront. A detailed analysis of ferry conditions is generally not required if a proposed action is projected to result in fewer than 25 or more peak-hour passenger ferry trips in a single direction on a single route and/or 50 or more peak-hour passengers at a ferry landing

based on the general thresholds specified in the *CEQR Technical Manual*. Incremental person-trips by ferry generated by the Proposed Actions would likely exceed these thresholds for the Astoria route and Long Island City landing serving the Project Area; therefore, the EIS will include a quantitative analysis of ferry conditions. For that analysis, trips will be assigned to the Astoria route and Long Island City landing based on proximity to the projected development sites. Based on data provided by EDC, the analysis will include documenting existing peak hour ferry service levels, queuing area, and maximum load point ridership. In addition, the analysis will determine conditions in the future No Action condition and assess the effects of new action-generated peak hour trips. Ferry service and landing mitigation, if warranted, will be identified in consultation with the lead agency and EDC.

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 and in **Appendix 3**.

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 MOVES5~~4~~ 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 MOVES5~~4~~, 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~~and $PM_{2.5}$.

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-square-foot 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, further detailed in **Appendix 4,** 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) at representative Projected Development Sites. 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 (see **Appendix 5**).
- *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~~at representative Projected Development Sites. 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 within a specified distance of the construction work area, and the predicted significant adverse impact zone(s) will be shown graphically (see **Appendix 5**).
- *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 and ~~,~~ a ~~no impact or~~ no unmitigated significant adverse impact alternative~~, and a lesser density alternative.~~ .Further, an alternative development scenario for the DOE site will be considered in the DEIS. ~~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. DISADVANTAGED COMMUNITIES

Effective 30 December 2024, Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that an EIS include a detailed statement of the effects of the Proposed Actions on disadvantaged communities, including whether the action(s) may cause or increase a disproportionate pollution burden on a disadvantaged community. The 2021 *CEQR Technical Manual* does not provide guidance regarding the scope of this analysis; further, as of the publication date of this Final Scope of Work, DEC has not proposed a rule that provides additional information regarding this new statutory provision. The InfoLocator application maintained by DEC maps the boundaries of Disadvantaged Communities (DAC) in New York State. The EIS will disclose whether the Project Area is in or near a DAC. The EIS will also include a statement on the potential, project-generated disproportionate pollution burden on disadvantaged communities. The findings of the relevant CEQR analyses will be included in this chapter to assist with the

determination as to whether the Proposed Actions may disproportionately affect nearby DACs.

TASK 25. CONCEPTUAL ANALYSIS

A conceptual analysis is generally warranted if a Proposed Action creates new discretionary actions that are broadly applicable even when projects seeking those actions will trigger a future, separate environmental review. It is the lead agency's responsibility to consider all possible environmental impacts of the new discretionary actions at the time it creates them. The Proposed Actions could create two new discretionary actions for the CPC to consider: an authorization for floor area bonus and bulk modification for the provision of publicly accessible open space; and an authorization for modified bulk allowing up to an additional 30 feet of maximum building height for sites containing schools throughout the Project Area. In addition to the two proposed zoning mechanisms, two potential discretionary actions could facilitate future mixed-use developments: the revocation of the restrictive declaration on Silvercup West (Block 477, Lots 13, 15, 20, and 24) and the rezoning of the Con Edison Learning Center (Block 488, Lot 114) to an M1-6A/R9 district. A conceptual analysis will be provided that qualitatively discusses the possible effects of the potential future actions. However, the potential actions would be reviewed in future environmental reviews at the time that specific applications are proposed for consideration by the CPC.

TASK 26. 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. ✴

FSOW APPENDICES

Appendix 1 – RWCDS Tables

Appendix 2 – Transportation

Appendix 3 – Air Quality

Appendix 4 – Noise

Appendix 5 – Construction

Appendix 6 – Response to Comments

APPENDIX 1

RWCDS TABLES

Site Information						Existing Condition	
						Residential Use	
SiteID	BBL	LotCount	Zoning Lot Area	Existing Zoning	Group	ResidentialZFA	ResidentialGFA
1	4000270002, 4000270003, 4000270004, 4000270023, 4000270005, 4000270025, 4000270015, 4000270017, 4000270037	9	109444.6321	R6A/C1-5, M1-4/R6A, M1-4	Projected	4871.7	5413
2	4000280009, 4000280010, 4000280011	3	12608.9962746292	M1-4	Projected	0	0
3	4000280012, 4000280015, 4000280017, 4000280018, 4000280121	5	47460.4229015566	M1-4	Projected	0	0
4	4000480005, 4000480008, 4000480037, 4000480040, 4000480043	5	38009.2075808673	M1-4	Projected	0	0
5	4000480012	1	4984.211247	M1-4	Projected	0	0
7	4000490001, 4000490005, 4000490044	3	25550.482971153	R6A/C1-5, M1-4	Projected	0	0
9	4000490035, 4000490037	2	19880.4161234603	M1-4	Projected	0	0
10	4000500001	1	81290.7939298872	M1-4	Projected	0	0
12	4000510001	1	7647.7172985314	M1-4	Projected	0	0
13	4000510006, 4000510011, 4000510028, 4000510033, 4000510036, 4000510038, 4000510042	7	68228.1244208586	M1-4	Projected	0	0
14	4000510013	1	4999.46748145469	M1-4	Projected	0	0
15	4000510015, 4000510016	2	10012.0462915401	M1-4	Projected	0	0
16	4000780054	1	6951.50210055408	M1-4/R7A	Projected	0	0
17	4004110012, 4004110031	2	88558.9488828975	M1-5	Projected	0	0
18	4004110018	1	7522.43793165264	M1-5	Projected	0	0
19	4004120001, 4004120025	2	112805.787516677	M1-5	Projected	0	0
20	4004240001	1	25489.9942641284	M1-5/R9	Projected	0	0
21	4004280001	1	36166.0701450441	M1-5/R9	Projected	0	0
22	4004290016	1	9111.21896948032	M1-5/R9	Projected	0	0
25	4004470040	2	56129.8331558672	M1-4/R7A, M1-4	Projected	0	0
26	4004480001	1	19870.8526351458	M1-4/R7A, M1-4	Projected	0	0
27	4004480006	1	5547.34381714687	M1-4	Projected	0	0
28	4004480024	1	47456.5738581757	M1-4	Projected	0	0
29	4003920001, 4003920005, 4003920043	3	37687.3875059312	M1-3	Projected	0	0
30	4003920040, 4003920041, 4003920038, 4003920039	4	21854.7626087642	M1-3	Projected	2262	2600
31	4003930001, 4003930027	2	30129.3597043368	M1-3	Projected	0	0
32	4003930034	1	25378.5937368778	M1-3	Projected	0	0
38	4004440012, 4004440014	2	30186.8725807904	M1-4	Projected	0	0
39	4004450001, 4004450012	2	25425.8419561163	M1-4	Projected	0	0
40	4004530001	1	50091.7354398667	M1-4	Projected	0	0
42	4004570143, 4004570144, 4004570149	3	18608.5880406631	M1-4	Projected	0	0
43	4004570169	2	11215.6238662777	M1-4	Projected	0	0
45	4004580087, 4004580129	2	16116.58405	M1-4	Projected	0	0
46	4004580101	3	47156.12633	M1-4	Projected	0	0
49	4004590023, 4004590064	2	35183.96936	M1-4	Projected	0	0
50	4004590065	1	18033.56262	M1-4	Projected	0	0
51	4004600010, 4004600016, 4004600030, 4004600040	4	69397.10705	M1-4	Projected	0	0
52	4004610012, 4004610013, 4004610047	3	27768.25965	M1-4	Projected	0	0
54	4004290003	1	19594.46598	M1-5/R9, M1-5/R7-3	Projected	0	0
57	4004390008	1	14986.56734	M1-4	Projected	0	0
59	4004540021, 4004540022, 4004540025, 4004540026, 4004540039	5	49217.1900034282	M1-4	Projected	0	0
61	4004860001, 4004860005, 4004860013	3	59420.52456	M1-4	Projected	0	0
62	4004860024	1	75706.10544	M1-4	Projected	0	0
63	4000250015	1	324186.7078	M1-4	Projected	0	0
64	4000260017, 4000260021	2	124275.8695	M1-4	Projected	0	0
65	4000250001, 4000260010	2	58852.35739	M1-4	Projected	0	0
66	4000240001	1	16119.78479	M1-4	Projected	0	0
67	4004890001, 4004890023, 4004880011, 4004880015	4	251291.9392	M1-4, M1-4/R9	Projected	0	0
68	4000240007	1	46337.34689	M1-4	Projected	0	0
69	4004880003, 4004880001	3	215845.1079	R9/R7A	Projected	0	0
70	4000480001, 4000480045, 4000480046, 4000480047, 4000480048	5	20476	R6A/C1-5	Projected	1134	1260
71	4000260004, 4000260008	2	39000	M1-4	Projected	0	0
A	4000480030, 4000480031, 4000480035	3	17879.32599	M1-4	Potential	0	0
B	4000490015	1	16158.28931	M1-4	Potential	0	0
C	4000500017	1	19845.26598	M1-4	Potential	0	0
D	4004387502	1	22026.81863	M1-4/R7A	Potential	0	0
E	4004470013	1	21963.63735	M1-4/R7A	Potential	0	0
F	4004090021	1	12949.09746	M1-3	Potential	0	0
G	4004270011	1	16760.18754	M1-5	Potential	0	0
H	4004420005	1	38375.29572	M1-4	Potential	0	0
I	4004420018	1	23398.25007	M1-4	Potential	0	0
J	4004530029	1	14940.82234	M1-4	Potential	0	0
K	4004570175	1	9046.373689	M1-4	Potential	0	0
L	4004380045	1	11698.43849	M1-4	Potential	0	0
M	4004390002	1	29235.33096	M1-4	Potential	0	0
N	4004460009, 4004460010	2	45448.88534	M1-4	Potential	0	0
O	4004540001, 4004540017	2	48182.14371	M1-4	Potential	0	0

				CF Use										Commercial Uses			
ResidentialUnits	ResidentialUnits20	ResidentialUnits25	ResidentialUnits30	MedicalOfficeZFA	MedicalOfficeGFA	SchoolZFA	SchoolGFA	WorshipZFA	WorshipGFA	CFOtherZFA	CFOtherGFA	CommunityFacilityZFA	CommunityFacilityGFA	LocalRetailZFA	LocalRetailGFA	DestRetailZFA	DestRetailGFA
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													Industrial Uses							
SupermarketZFA	SupermarketGFA	OfficeZFA	OfficeGFA	LifeScienceZFA	LifeScienceGFA	CommercialOtherZFA	CommercialOtherGFA	HotelZFA	HotelGFA	HotelRooms	CommercialZFA	CommercialGFA	WarehouseZFA	WarehouseGFA	SelfStorageZFA	SelfStorageGFA	AutoRelatedZFA	AutoRelatedGFA	ManufacturingZFA	ManufacturingGFA
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	2670	3000	0	0	8900	10000	0	0	0	18245	20500	6586	7400	0	0	0	0	6695	7523
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0	0	6230	7000	0	0	0	0	0	0	0	6230	7000	18690	21000	0	0	0	0	0	0
0	0	2892	3250	0	0	2848	3200	0	0	0	8633	9700	0	0	0	0	0	0	16665	18725
0	0	1424	1600	0	0	0	0	0	0	0	3471	3900	10591	11900	0	0	0	0	0	0
0	0	514145	579864	0	0	0	0	0	0	0	514145	579864	0	0	0	0	0	0	0	0
0	0	0	0	0	0	17800	20000	0	0	0	17800	20000	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	3291.2	3872	12219	14375	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	63793	75050	0	0	0	0	0	0
0	0	2550	3000	0	0	0	0	0	0	0	2550	3000	21250	25000	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	34621.35	40731	0	0	0	0	0	0
0	0	34000	40000	0	0	0	0	0	0	0	34000	40000	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12500	0	0
0	0	15300	18000	0	0	0	0	0	0	0	15300	18000	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	28717.25	33785	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	34340	40400	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1555.5	1830	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	0	0	0	0	0	0	0	0	0	0	49147	57820	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	0	0	0	0	0	0	0	0	0	0	40375	47500	0	0	0	0	0	0

				Parking															
ManufacturingOtherZFA	ManufacturingOtherGFA	TotalIndustrialZFA	TotalIndustrialGFA	ParkingReqRes	ParkingReqRes25	ParkingReqRes30	ParkingReqCF	ParkingReqCM	ParkingReqM	ParkingReq	ParkingReqGFA	ParkingProv	ParkingProvGFA	LoadingReq	LoadingReqGFA	LoadingProvGFA	BikeParkingReq	BikeParkingReqGFA
0	0	152083	170880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	13281	14923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2113	2375	0	0	0	0	0	0	0	0	67	20000	0	0	0	0	0
0	0	2403	2700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	13139	14936	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	29782	33464	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	4450	5000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	8490	9540	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	36690	41225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	52510	59000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	90
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	8010	9000	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	83	25000	0	0	0	0	0
0	0	9790	11000	0	0	0	0	0	0	0	0	22	6500	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	107	32000	0	0	0	0	0
0	0	49275	55366	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	12682	14250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	26700	30000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	83	25000	0	0	0	0	0
0	0	3115	3500	0	0	0	0	0	0	0	0	133	40000	0	0	0	0	0
0	0	25365	28500	0	0	0	0	0	0	0	0	9	2800	0	0	0	0	0
0	0	42323	47554	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	9790	11000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	13350	15000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	29774	33455	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	0	0	0	0	0	0	0
0	0	58925	66208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	28043	31509	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	67640	76000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	13350	15000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	50618	56875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	31790	35720	0	0	0	0	0	0	0	0	97	29000	0	0	0	0	0
0	0	33666	37828	0	0	0	0	0	0	0	0	136	40900	0	0	0	0	0
0	0	145070	163000	0	0	0	0	0	0	0	0	167	50000	0	0	0	0	0
0	0	18690	21000	0	0	0	0	0	0	0	0	83	25000	0	0	0	0	0
0	0	16665	18725	0	0	0	0	0	0	0	0	70	21000	0	0	0	0	0
0	0	10591	11900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	765
0	0	0	0	0	0	0	0	0	0	0	0	68	20500	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	12219	14375	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	63793	75050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	21250	25000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	51000	60000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	34621.35	40731	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	33785	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	34340	40400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	7650	9000	0	0	0	0	0	0	0	0	33.33333333	10000	0	0	0	0	0
0	0	1555.5	1830	0	0	0	0	0	0	0	0	8.333333333	2500	0	0	0	0	0
0	0	25500	30000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	49147	57820	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	31.66666667	9500	0	0	0	0	0
0	0	40375	47500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Summary								No-Action						Residential Uses		
BikeParkingProvGFA	TotalZFA	TotalGFA	FARResidential	FARCommunityFacility	FARCommercial	FARManufacturing	FARTotal	HeightTotal	SiteID	LotCount	ZoningLotArea	ZoningExisting	ZoningProposed	Group	ResidentialZFA	ResidentialGFA	ResidentialUnits
0	170664	191697	0.044512919	0	0.076550123	1.38958848	1.510651521	0	1	6	101944.632141169	M1-4/R6A, M1-4	NoAction	Projected	4871.7	5413	8
0	0	0	0	0	0	0	0	0	2	3	12608.9962746292	M1-4	NoAction	Projected	0	0	0
0	0	0	0	0	0	0	0	0	3	5	47460.4229015566	M1-4	NoAction	Projected	0	0	0
0	38201	42923	0	0	0.480015269	0.349415335	0.829430604	0	4	5	38009.2075808673	M1-4	NoAction	Projected	0	0	0
0	4450	5000	0	0	0.892819301	0	0.892819301	0	5	1	4984.21124713766	M1-4	NoAction	Projected	0	0	0
0	4227	4750	0	0	0.082699024	0.082699024	0.165398048	0	7	3	25550.482971153	M1-4/R6A, M1-4	NoAction	Projected	22608	25987	26
0	2403	2700	0	0	0	0.120872721	0.120872721	0	9	2	19880.4161234603	M1-4	NoAction	Projected	0	0	0
0	80100	90000	0	0	0	0	0	0	10	1	81290.7939298872	M1-4	NoAction	Projected	0	0	0
0	13139	14936	0	0	0	1.718028987	1.718028987	0	12	1	7647.7172985314	M1-4	NoAction	Projected	0	0	0
0	52388	58864	0	0	0.292196219	0.43650621	0.728702429	0	13	7	68228.1244208586	M1-4	NoAction	Projected	0	0	0
0	4450	5000	0	0	0	0.890094798	0.890094798	0	14	1	4999.46748145469	M1-4	NoAction	Projected	0	0	0
0	8882	9980	0	0	0.039052956	0.8479785	0.887031456	0	15	2	10012.0462915401	M1-4	NoAction	Projected	0	0	0
0	5340	6000	0	0	0.768179297	0	0.768179297	0	16	1	6951.50210055408	M1-4/R7A	NoAction	Projected	21616	24851	25
0	47370	53225	0	0	0.120597637	0.41430031	0.534897948	0	17	2	88558.9488828975	M1-5	NoAction	Projected	0	0	0
0	0	0	0	0	0	0	0	0	18	1	7522.43793165264	M1-5	NoAction	Projected	0	0	0
0	65504	73600	0	0	0.115189125	0.465490301	0.580679426	0	19	2	112805.787516677	M1-5	NoAction	Projected	0	0	0
0	65953	74105	0	0	2.587407408	0	2.587407408	0	20	1	25489.9942641284	M1-5/R9	NoAction	Projected	158952	182712	187
0	0	0	0	0	0	0	0	0	21	1	36166.0701450441	M1-5/R9	NoAction	Projected	193012	221866	227
0	8010	9000	0	0	0	0.879135934	0.879135934	0	22	1	9111.21896948032	M1-5/R9	NoAction	Projected	46792	53791	55
0	31506	35400	0	0	0.291752159	0.269553625	0.561305784	0	25	2	56129.8331558672	M1-4/R7A, M1-4	NoAction	Projected	71107	81733	83
0	19580	22000	0	0	0.492681425	0.492681425	0.985362851	0	26	1	19870.8526351458	M1-4/R7A, M1-4	NoAction	Projected	33720	38761	39
0	4717	5300	0	0	0.850316864	0	0.850316864	0	27	1	5547.34381714687	M1-4	NoAction	Projected	0	0	0
0	13350	15000	0	0	0.281309815	0	0.281309815	0	28	1	47456.5738581757	M1-4	NoAction	Projected	0	0	0
0	49275	55366	0	0	0	1.307466589	1.307466589	0	29	3	37687.3875059312	M1-3	NoAction	Projected	0	0	0
0	17699	19887	0.103501467	0	0.123634379	0.580285415	0.807421262	0	30	4	21854.7626087642	M1-3	NoAction	Projected	2262	2600	2
0	26700	30000	0	0	0	0.886178806	0.886178806	0	31	2	30129.3597043368	M1-3	NoAction	Projected	0	0	0
0	0	0	0	0	0	0	0	0	32	1	25378.5937368778	M1-3	NoAction	Projected	0	0	0
0	13706	15400	0	0	0.249114908	0.103190551	0.352305459	0	38	2	30186.8725807904	M1-4	NoAction	Projected	0	0	0
0	28925	32500	0	0	0.140015029	0.997607082	1.137622111	0	39	2	25425.8419561163	M1-4	NoAction	Projected	0	0	0
0	42323	47554	0	0	0	0.844909836	0.844909836	0	40	1	50091.7354398667	M1-4	NoAction	Projected	0	0	0
0	12477	14020	0	0	0.670496868	0	0.670496868	0	42	3	18608.5880406631	M1-4	NoAction	Projected	0	0	0
0	9790	11000	0	0	0	0.872889472	0.872889472	0	43	1	11215.6238662777	M1-4	NoAction	Projected	0	0	0
0	13350	15000	0	0	0	0.828339303	0.828339303	0	45	2	16116.5840543398	M1-4	NoAction	Projected	0	0	0
0	13350	15000	0	0	0.765716838	0	0.765716838	0	46	3	47156.12633	M1-4	NoAction	Projected	0	0	0
0	31999	35955	0	0	0.063239027	0.846237663	0.90947669	0	49	2	35183.9693625136	M1-4	NoAction	Projected	0	0	0
0	15575	17500	0	0	0.43180597	0.43180597	0.86361194	0	50	1	18033.5626238789	M1-4	NoAction	Projected	0	0	0
0	61455	69051	0	0	0.036456851	0.849098795	0.885555647	0	51	4	69397.1070466747	M1-4	NoAction	Projected	0	0	0
0	28043	31509	0	0	0	1.009894043	1.009894043	0	52	3	27768.2596522597	M1-4	NoAction	Projected	0	0	0
0	67640	76000	0	0	0	3.451995073	3.451995073	0	54	1	19594.4659754942	M1-5/R9, M1-5/R7-3	NoAction	Projected	83356	95823	98
0	16643	18700	0	0	0.219730104	0.890797719	1.110527823	0	57	1	14986.5673371825	M1-4	NoAction	Projected	0	0	0
0	50618	56875	0	0	0	1.028461804	1.028461804	0	59	5	49217.1900034282	M1-4	NoAction	Projected	0	0	0
0	31790	35720	0	0	0	0.535000326	0.535000326	0	61	3	59420.5245580334	M1-4	NoAction	Projected	0	0	0
0	33666	37828	0	0	0	0.444693328	0.444693328	0	62	1	75706.1054374276	M1-4	NoAction	Projected	0	0	0
0	145070	163000	0	0	0	0.447489044	0.447489044	0	63	1	324186.707778643	M1-4	NoAction	Projected	0	0	0
0	60164	67600	0	0	0.050130408	0.150391223	0.200521631	0	64	2	124275.869546889	M1-4	NoAction	Projected	0	0	0
0	25298	28425	0	0	0.146689111	0.283166227	0.429855338	0	65	2	58852.3573890122	M1-4	NoAction	Projected	0	0	0
0	14062	15800	0	0	0.215325455	0.657018697	0.872344152	0	66	1	16119.7847949256	M1-4	NoAction	Projected	0	0	0
0	514145	579864	0	0	0.045687896	0	0.045687896	0	67	4	251291.939179397	M1-4, M1-4/R9	NoAction	Projected	0	0	0
0	17800	20000	0	0	0.384139386	0	0.384139386	0	68	1	46337.3468856145	M1-4	NoAction	Projected	0	0	0
0	0	0	0	0	0	0	0	0	69	3	214307.270269755	R9/R7A	NoAction	Projected	1106554	1271945	1301
0	16644	19507	0.06	0	0.16	0.60	0.81	25	70	5	20476	R6A/C1-5	WithAction	Projected	63381	72856	74
0	63793	75050	0	0	0	1.635705128	1.6357	60	71	1	39000	M1-4	WithAction	Projected	158320	181994	186
0	23800	28000	0	0	0.142622826	1.18852355	1.331146376		A	3	17879.32599	M1-4	NoAction	Potential	0	0	0
0	0	0	0	0	0	0	0		B	1	16158.28931	M1-4	NoAction	Potential	0	0	0
0	51000	60000	0	0	0	2.569882412	2.569882412		C	1	19845.26598	M1-4	NoAction	Potential	0	0	0
0	34621.35	40731	0	0	0	1.57178168	1.57178168		D	1	22026.81863	M1-4/R7A	NoAction	Potential	70608	81162	83
0	34000	40000	0	0	1.548013175	0	1.548013175		E	1	21963.63735	M1-4/R7A	NoAction	Potential	73090	84019	85
0	0	0	0	0	0	0	0		F	1	12949.09746	M1-3	NoAction	Potential	0	0	0
0	15300	18000	0	0	0.912877613	0	0.912877613		G	1	16760.18754	M1-5	NoAction	Potential	0	0	0
0	28717.25	33785	0	0	0	0.748326481	0.748326481		H	1	38375.29572	M1-4	NoAction	Potential	0	0	0
0	34340	40400	0	0	0	1.467631122	1.467631122		I	1	23398.25007	M1-4	NoAction	Potential	0	0	0
0	7650	9000	0	0	0	0.51202001	0.51202001		J	1	14940.82234	M1-4	NoAction	Potential	0	0	0
0	1555.5	1830	0	0	0	0.171947352	0.171947352		K	1	9046.373689	M1-4	NoAction	Potential	0	0	0
0	25500	30000	0	0	0	2.179778098	2.179778098		L	1	11698.43849	M1-4	NoAction	Potential	0	0	0
0	49147	57820	0	0	0	1.681082389	1.681082389		M	1	29235.33096	M1-4	NoAction	Potential	0	0	0
0	42500	50000	0	0	0	0.935116443	0.935116443		N	2	45448.88534	M1-4	NoAction	Potential	0	0	0
0	40375	47500	0	0	0	0.837966037	0.837966037		O	2	48182.14371	M1-4	NoAction	Potential	0	0	0

			CF Uses											Commercial Uses						
ResidentialUnits20	ResidentialUnits25	ResidentialUnits30	MedicalOfficeZFA	MedicalOfficeGFA	SchoolZFA	SchoolGFA	WorshipZFA	WorshipGFA	CFOtherZFA	CFOtherGFA	CommunityFacilityZFA	CommunityFacilityGFA	LocalRetailZFA	LocalRetailGFA	DestRetailZFA	DestRetailGFA	SupermarketZFA	SupermarketGFA	OfficeZFA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8378
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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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	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	5891	6931	0	0	0	0	27429
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0	0	0	0	0	0	0	0	0	0	0	0	0	10435	11995	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	2209	2483	0	0	0	0	320
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0	0	0	0	0	0	0	0	0	0	0	0	0	2047	2300	0	0	0	0	1424
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0	0	0	0	0	0	0	0	0	0	0	0	0	25809	29667	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	14383	16533	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	25451	29042	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2550
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										Industrial Uses								
OfficeGFA	LifeScienceZFA	LifeScienceGFA	CommercialOtherZFA	CommercialOtherGFA	HotelZFA	HotelGFA	HotelRooms	CommercialZFA	CommercialGFA	WarehouseZFA	WarehouseGF	SelfStorageZFA	SelfStorageGFA	AutoRelatedZFA	AutoRelatedGFA	ManufacturingZFA	ManufacturingGFA	ManufacturingOtherZFA
9414	0	0	0	0	0	0	0	8378	9414	0	0	0	0	0	0	152083	170880	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25276	28617	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89522	101655	0
0	0	0	0	0	0	0	0	0	0	76037	86406	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	9629	10902	0	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
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37923	42997	0
0	0	0	0	0	0	0	0	0	0	70722	81290	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	13139	14936	0	0	0
0	0	0	0	0	0	0	0	0	0	134666	152845	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	9990	11338	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	20056	22762	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	6047	6951	0	0	0	0	0	0	0	0	0
459442	0	0	0	0	0	0	0	442786	499442	0	0	0	0	0	0	0	0	0
30679	0	0	0	0	0	0	0	33320	37610	0	0	0	0	0	0	0	0	0
540318	0	0	0	0	0	0	0	545581	615318	0	0	0	0	0	0	0	0	0
28938	0	0	0	0	0	0	0	43065	48938	0	0	0	0	0	0	0	0	0
77402	0	0	0	0	0	0	0	90454	102402	0	0	0	0	0	0	0	0	0
18222	0	0	0	0	0	0	0	24142	27333	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	10435	11995	24016	27605	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	11017	12474	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	93974	106508	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
3037	0	0	0	0	0	0	0	2702	3037	11570	13000	0	0	0	0	1112	1250	0
0	0	0	0	0	0	0	0	0	0	6675	7500	0	0	0	0	20025	22500	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122028	137686	0
3450	0	0	4450	5000	0	0	0	7520	8450	3115	3500	0	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
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42323	47554	0
0	0	0	1352	1520	0	0	0	12477	14020	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9790	11000	0
0	0	0	0	0	0	0	0	0	0	6675	7500	0	0	0	0	6675	7500	0
0	0	0	13350	15000	0	0	0	13350	15000	0	0	0	0	0	0	0	0	0
2500	0	0	0	0	0	0	0	2225	2500	2014	2264	0	0	0	0	27759	31191	0
0	0	0	7787	8750	0	0	0	7787	8750	7787	8750	0	0	0	0	0	0	0
360	0	0	0	0	0	0	0	2530	2843	38170	42888	0	0	0	0	20754	23320	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28043	31509	0
39188	0	0	0	0	0	0	0	51922	58782	0	0	0	0	0	0	0	0	0
3700	0	0	0	0	0	0	0	3293	3700	0	0	0	0	0	0	13350	15000	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50618	56875	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31790	35720	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33666	37828	0
0	0	0	0	0	0	0	0	0	0	145070	163000	0	0	0	0	0	0	0
7000	0	0	0	0	0	0	0	6230	7000	18690	21000	0	0	0	0	0	0	0
3250	0	0	2848	3200	0	0	0	8633	9700	0	0	0	0	0	0	16665	18725	0
1600	0	0	0	0	0	0	0	3471	3900	10591	11900	0	0	0	0	0	0	0
579864	0	0	0	0	0	0	0	514145	579864	0	0	0	0	0	0	0	0	0
0	0	0	17800	20000	0	0	0	17800	20000	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	25809	29667	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	14383	16533	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	25451	29042	0	0	0	0	0	0	0	0	0
3000	0	0	0	0	0	0	0	2550	3000	21250	25000	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	14657	16848	36	14657	16848	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	59976	67684	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	83680	94348	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	28717.25	33785	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	34340	40400	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1555.5	1830	0	0	0
0	0	0	0	0	0	0	0	0	0	25500	30000	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	49147	57820	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	0	0	0	0	0	0	0	0	40375	47500	0	0	0	0	0	0	0

			Parking																	Summary	
ManufacturingOtherGFA	TotalIndustrialZFA	TotalIndustrialGFA	ParkingReqRes	ParkingReqRes25	ParkingReqRes30	ParkingReqCF	ParkingReqCM	ParkingReqM	ParkingReq	ParkingReqGFA	ParkingProv	ParkingProvGFA	LoadingReq	LoadingReqGFA	LoadingProvGFA	BikeParkingReq	BikeParkingReqGFA	BikeParkingProvGFA	TotalZFA	TotalGFA
0	152083	170880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170664	191697
0	25276	28617	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25276	28617
0	89522	101655	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89522	101655
0	76037	86406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76037	86406
0	9629	10902	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9629	10902
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	210	0	37986	43664
0	37923	42997	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37923	42997
0	70722	81290	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70722	81290
0	13139	14936	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13139	14936
0	134666	152845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134666	152845
0	9990	11338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9990	11338
0	20056	22762	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20056	22762
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	180	0	27663	31802
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	1455	0	202017	231650
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	1830	0	283466	324268
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	435	0	70934	81124
0	24016	27605	0	0	0	0	0	0	0	0	0	0	0	0	0	42	630	0	105558	121333
0	9216	10594	0	0	0	0	0	0	0	0	0	0	0	0	0	19	285	0	50997	58621
0	11017	12474	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11017	12474
0	93974	106508	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93974	106508
0	49275	55366	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49275	55366
0	12682	14250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17699	19887
0	26700	30000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26700	30000
0	122028	137686	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122028	137686
0	3115	3500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13706	15400
0	25365	28500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28925	32500
0	42323	47554	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42323	47554
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12477	14020
0	9790	11000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9790	11000
0	13350	15000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13350	15000
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0	29774	33455	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31999	35955
0	7787	8750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15575	17500
0	58925	66208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61455	69051
0	28043	31509	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28043	31509
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	810	0	135278	154605
0	13350	15000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16643	18700
0	50618	56875	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50618	56875
0	31790	35720	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31790	35720
0	33666	37828	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33666	37828
0	145070	163000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145070	163000
0	18690	21000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60164	67600
0	16665	18725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25298	28425
0	10591	11900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14062	15800
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0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	570	0	77764	89389
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	1425	0	183771	211036
0	21250	25000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23800	28000
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	51000	60000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51000	60000
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	615	0	70608	81162
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	645	0	87747	100867
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	75	0	59976	67684
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	120	0	83680	94348
0	28717.25	33785	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28717.25	33785
0	34340	40400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34340	40400
0	7650	9000	0	0	0	0	0	0	0	0	33	10000	0	0	0	0	0	0	7650	9000
0	1555.5	1830	0	0	0	0	0	0	0	0	8	2500	0	0	0	0	0	0	1555.5	1830
0	25500	30000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25500	30000
0	49147	57820	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49147	57820
0	42500	50000	0	0	0	0	0	0	0	0	32	9500	0	0	0	0	0	0	42500	50000
0	40375	47500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40375	47500

						With Action						Residential Uses	
FARResidential	FARCommunityFacility	FARCommercial	FARManufacturing	FARTotal	HeightTotal	SiteID	LotCount	ZoningLotArea	ZoningExisting	ZoningProposed	Group	ResidentialZFA	ResidentialGFA
0.044512919	0	0.076550123	1.38958848	1.510651521	35	1	9	101944.632141169	M1-4/R6A, M1-4, R6A/C1-5	WithAction	Projected	769664	884714
0	0	0	2.004600481	2.004600481	45	2	3	12608.9962746292	M1-4	WithAction	Projected	75000	86212
0	0	0	1.886245308	1.886245308	45	3	5	47460.4229015566	M1-4	WithAction	Projected	284650	327190
0	0	0	2.000488956	2.000488956	45	4	5	38009.2075808673	M1-4	WithAction	Projected	146420	168306
0	0	0	1.93190046	1.93190046	45	5	1	4984.21124713766	M1-4	WithAction	Projected	19452	22360
0.884836503	0	0.601867292	0	1.486703795	75	7	3	25550.482971153	M1-4/R6A, M1-4	WithAction	Projected	110635	127170
0	0	0	1.907555645	1.907555645	45	9	2	19880.4161234603	M1-4	WithAction	Projected	77244	88790
0	0	0	0.869987813	0.869987813	15	10	1	81290.7939298872	M1-4	WithAction	Projected	378425	434982
0	0	0	1.718028987	1.718028987	30	12	1	7647.7172985314	M1-4	WithAction	Projected	46818	53820
0	0	0	1.971787218	1.971787218	45	13	7	68228.1244208586	M1-4	WithAction	Projected	387766	445718
0	0	0	2.000488956	2.000488956	45	14	1	4999.46748145469	M1-4	WithAction	Projected	19350	22246
0	0	0	2.000488956	2.000488956	45	15	2	10012.0462915401	M1-4	WithAction	Projected	453934	44544
3.109543763	0	0.869883935	0	3.979427698	85	16	1	6951.50210055408	M1-4/R7A	WithAction	Projected	43874	50435
0	0	4.999901259	0	4.999901259	180	17	2	88558.9488828975	M1-5	WithAction	Projected	1005595	1155906
0	0	4.429415078	0	4.429415078	75	18	1	7522.43793165264	M1-5	WithAction	Projected	81666	93880
0	0	4.836462845	0	4.836462845	90	19	2	112805.787516677	M1-5	WithAction	Projected	1194288	1372822
6.235858602	0	1.689486453	0	7.925345055	150	20	1	25489.9942641284	M1-5/R9	WithAction	Projected	226824	260732
5.336825351	0	2.50107351	0	7.837898861	285	21	1	36166.0701450441	M1-5/R9	WithAction	Projected	450866	518258
5.135646521	0	2.64970034	0	7.785346861	145	22	1	9111.21896948032	M1-5/R9	WithAction	Projected	256988	295408
1.266830774	0	0.185908267	0.427865159	1.8806042	85	25	2	56129.8331558672	M1-4/R7A, M1-4	WithAction	Projected	128338	147517
1.7	0	0.405669558	0.463794894	2.57	85	26	1	19870.8526351458	M1-4/R7A, M1-4	WithAction	Projected	58229	66937
0	0	0	1.985995526	1.985995526	45	27	1	5547.34381714687	M1-4	WithAction	Projected	33104	38062
0	0	0	1.980210377	1.980210377	45	28	1	47456.5738581757	M1-4	WithAction	Projected	108648	124888
0	0	0	1.307466589	1.307466589		29	3	37687.3875059312	M1-3	WithAction	Projected	0	0
0.103501467	0	0.123634379	0.580285415	0.807421262		30	4	21854.7626087642	M1-3	WithAction	Projected	0	0
0	0	0	0.886178806	0.886178806		31	2	30129.3597043368	M1-3	WithAction	Projected	0	0
0	0	0	4.808304245	4.808304245	105	32	1	25378.5937368778	M1-3	WithAction	Projected	0	0
0	0	0.249114908	0.103190551	0.352305459		38	2	30186.8725807904	M1-4	WithAction	Projected	0	0
0	0	0.140015029	0.997607082	1.137622111	30	39	2	25425.8419561163	M1-4	WithAction	Projected	0	0
0	0	0	0.844909836	0.844909836		40	1	50091.7354398667	M1-4	WithAction	Projected	0	0
0	0	0.670496868	0	0.670496868		42	3	18608.5880406631	M1-4	WithAction	Projected	0	0
0	0	0	0.872889472	0.872889472		43	1	11215.6238662777	M1-4	WithAction	Projected	0	0
0	0	0	0.828339303	0.828339303		45	2	16116.5840543398	M1-4	WithAction	Projected	0	0
0	0	0.765716838	0	0.765716838		46	1	17434.6433827655	M1-4	WithAction	Projected	0	0
0	0	0.063239027	0.846237663	0.90947669		49	2	35183.9693625136	M1-4	WithAction	Projected	0	0
0	0	0.43180597	0.43180597	0.86361194		50	1	18033.5626238789	M1-4	WithAction	Projected	0	0
0	0	0.036456851	0.849098795	0.885555647		51	4	69397.1070466747	M1-4	WithAction	Projected	0	0
0	0	0	1.009894043	1.009894043		52	3	27768.2596522597	M1-4	WithAction	Projected	0	0
4.254058269	0	2.649829807	0	6.903888076	175	54	1	19594.4659754942	M1-5/R9, M1-5/R7-3	WithAction	Projected	150972	173535
0	0	0.219730104	0.890797719	1.110527823		57	1	14986.5673371825	M1-4	WithAction	Projected	0	0
0	0	0	1.028461804	1.028461804		59	5	49217.1900034282	M1-4	WithAction	Projected	0	0
0	0	0	0.535000326	0.535000326		61	3	59420.5245580334	M1-4	WithAction	Projected	0	0
0	0	0	0.444693328	0.444693328		62	1	75706.1054374276	M1-4	WithAction	Projected	0	0
0	0	0	0.447489044	0.447489044		63	1	324186.707778643	M1-4	WithAction	Projected	2723111	3130141
0	0	0.050130408	0.150391223	0.200521631		64	2	124275.869546889	M1-4	WithAction	Projected	1016778	1168782
0	0	0.146689111	0.283166227	0.429855338		65	2	58852.3573890122	M1-4	WithAction	Projected	506997	582790
0	0	0.215325455	0.657018697	0.872344152		66	1	16119.7847949256	M1-4	WithAction	Projected	104522	120147
0	0	2.046006735	0	2.046006735	90	67	4	251291.939179397	M1-4, M1-4/R9	WithAction	Projected	1485585	1707693
0	0	0.384139386	0	0.384139386		68	1	46337.3468856145	M1-4	WithAction	Projected	294465	338495
5.163399257	0	0.120429885	0	5.283829142	295	69	3	214307.270269755	R9/R7A	WithAction	Projected	1997496	2197245.6
3.1	0	0.7	0	3.8	65	70	5	20476	R6A/C1-5	WithAction	Projected	88038	101199
4.06	0	0.65	0	4.71	215	71	1	39000	M1-4	WithAction	Projected	301187	346224
0	0	0.142622826	1.18852355	1.331146376		A	3	17879.32599	M1-4	WithAction	Potential	65470	75257
0	0	0	0	0		B	1	16158.28931	M1-4	WithAction	Potential	62746	72128
0	0	0	2.569882412	2.569882412		C	1	19845.26598	M1-4	WithAction	Potential	77180	88722
3.205546892	0	0	0	3.205546892	115	D	1	22026.81863	M1-4/R7A	WithAction	Potential	139268	160085
3.327773029	0	0.667330268	0	3.995103297	115	E	1	21963.63735	M1-4/R7A	WithAction	Potential	132114	151863
0	0	4.631674152	0	4.631674152	125	F	1	12949.09746	M1-3	WithAction	Potential	0	0
0	0	4.992784228	0	4.992784228	155	G	1	16760.18754	M1-5	WithAction	Potential	0	0
0	0	0	0.748326481	0.748326481	0	H	1	38375.29572	M1-4	WithAction	Potential	0	0
0	0	0	1.467631122	1.467631122	0	I	1	23398.25007	M1-4	WithAction	Potential	0	0
0	0	0	0.51202001	0.51202001	0	J	1	14940.82234	M1-4	WithAction	Potential	0	0
0	0	0	0.171947352	0.171947352	0	K	1	9046.373689	M1-4	WithAction	Potential	0	0
0	0	0	2.179778098	2.179778098	0	L	1	11698.43849	M1-4	WithAction	Potential	0	0
0	0	0	1.681082389	1.681082389	0	M	1	29235.33096	M1-4	WithAction	Potential	0	0
0	0	0	0.935116443	0.935116443	0	N	2	45448.88534	M1-4	WithAction	Potential	0	0
0	0	0	0.837966037	0.837966037	0	O	2	48182.14371	M1-4	WithAction	Potential	0	0

				CF Uses										Commercial Uses				
ResidentialUnits	ResidentialUnits20	ResidentialUnits25	ResidentialUnits30	MedicalOfficeZFA	MedicalOfficeGFA	SchoolZFA	SchoolGFA	WorshipZFA	WorshipGFA	CFOtherZFA	CFOtherGFA	CommunityFacilityZFA	CommunityFacilityGFA	LocalRetailZFA	LocalRetailGFA	DestRetailZFA	DestRetailGFA	SupermarketZFA
905	181	227	272	0	0	0	0	0	0	84190	96775	84190	96775	19397	22297	0	0	0
88	18	22	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
334	67	84	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
172	35	43	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	5	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	26	33	39	0	0	0	0	0	0	0	0	0	0	16539	19011	0	0	0
90	18	23	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	89	112	134	0	0	0	0	0	0	0	0	0	0	17533	20154	0	0	0
55	11	14	17	0	0	0	0	0	0	0	0	0	0	6652	7647	0	0	0
456	91	114	136	0	0	0	0	0	0	78528	90330	78528	90330	34004	39086	0	0	0
22	5	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	9	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	11	13	16	0	0	0	0	0	0	0	0	0	0	6047	6951	0	0	0
1183	236	295	354	0	0	0	0	0	0	0	0	0	0	51998	59768	0	0	0
96	19	24	28	0	0	0	0	0	0	0	0	0	0	6029	6931	0	0	0
1405	281	351	421	0	0	0	0	0	0	0	0	0	0	94063	110662	0	0	0
266	53	66	79	0	0	0	0	0	0	0	0	0	0	17000	20000	0	0	0
530	106	133	159	0	0	0	0	0	0	0	0	0	0	21250	25000	0	0	0
302	61	76	91	0	0	0	0	0	0	0	0	0	0	8047	9111	0	0	0
150	30	38	45	0	0	0	0	0	0	0	0	0	0	18557	21331	0	0	0
68	14	17	21	0	0	0	0	0	0	0	0	0	0	8061	9266	0	0	0
38	8	10	12	0	0	0	0	0	0	0	0	0	0	4825	5547	0	0	0
127	26	32	39	0	0	0	0	0	0	0	0	0	0	12708	14607	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	32034	37687	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	16861	19837	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	21572	25379	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	13634	15852	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
177	36	45	54	0	0	0	0	0	0	0	0	0	0	17307	19594	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	17593	20222	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	8500	10000	0	0	0
3203	640	800	960	0	0	0	0	0	0	0	0	0	0	95432	108449	0	0	0
1199	239	299	359	0	0	0	0	0	0	0	0	0	0	50730	57649	0	0	0
596	119	149	178	0	0	0	0	0	0	0	0	0	0	21816	25076	0	0	0
122	24	30	36	0	0	0	0	0	0	0	0	0	0	11260	12943	0	0	0
1747	349	436	524	0	0	0	0	0	0	0	0	0	0	17000	20000	0	0	0
346	69	86	103	0	0	0	0	0	0	91068	104679	91068	104679	15890	18265	0	0	0
2183	279	349	419	0	0	0	0	0	0	0	0	0	0	67123	77156	0	0	0
103	20	25	30	0	0	0	0	0	0	0	0	0	0	14383	16533	0	0	0
354	70	88	106	0	0	0	0	0	0	0	0	0	0	25451	29042	0	0	0
77	16	20	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
73	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90	18	23	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
163	33	41	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
155	31	39	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

												Industrial Uses							
SupermarketGFA	OfficeZFA	OfficeGFA	LifeScienceZFA	LifeScienceGFA	CommercialOtherZFA	CommercialOtherGFA	HotelZFA	HotelGFA	HotelRooms	CommercialZFA	CommercialGFA	WarehouseZFA	WarehouseGFA	SelfStorageZFA	SelfStorageGFA	AutoRelatedZFA	AutoRelatedGFA	ManufacturingZFA	ManufacturingGFA
0	0	0	0	0	0	0	0	0	0	19397	22297	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	16539	19011	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	17533	20154	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	6652	7647	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	34004	39086	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	6047	6951	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	51998	59768	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	6029	6931	0	0	0	0	0	0	0	0
0	53967	63490	0	0	0	0	0	0	0	153216	174152	0	0	0	0	0	0	0	0
0	157416	176360	0	0	0	0	0	0	0	174416	196360	0	0	0	0	0	0	0	0
0	69204	77402	0	0	0	0	0	0	0	90454	102402	0	0	0	0	0	0	0	0
0	16095	18222	0	0	0	0	0	0	0	24142	27333	0	0	0	0	0	0	0	0
0	180246	203307	0	0	0	0	0	0	0	198803	224638	0	0	0	0	0	0	0	0
0	46750	52771	0	0	0	0	0	0	0	54811	62037	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	4825	5547	0	0	0	0	0	0	0	0
0	153635	173220	0	0	0	0	0	0	0	166343	187827	0	0	0	0	0	0	0	0
0	212532	237960	0	0	0	0	0	0	0	244566	275647	0	0	0	0	0	0	0	0
0	124014	138899	0	0	0	0	0	0	0	140875	158736	0	0	0	0	0	0	0	0
0	167172	187847	0	0	0	0	0	0	0	167172	187847	0	0	0	0	0	0	26212	30129
0	138767	155351	0	0	0	0	0	0	0	160339	180730	0	0	0	0	0	0	0	0
0	132981	149420	0	0	0	0	0	0	0	132981	149420	0	0	0	0	0	0	17690	20334
0	112054	125902	0	0	0	0	0	0	0	125688	141754	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245555	277037
0	132858	148863	0	0	0	0	0	0	0	132858	148863	0	0	0	0	0	0	15818	18609
0	89167	100445	0	0	0	0	0	0	0	89167	100445	0	0	0	0	0	0	0	0
0	90864	102096	0	0	0	0	0	0	0	90864	102096	0	0	0	0	0	0	14020	16116
0	0	0	306692	345707	0	0	0	0	0	306692	345707	0	0	0	0	0	0	0	0
0	228654	257713	0	0	0	0	0	0	0	228654	257713	0	0	0	0	0	0	0	0
0	117246	132150	0	0	0	0	0	0	0	117246	132150	0	0	0	0	0	0	0	0
0	450947	508247	0	0	0	0	0	0	0	450947	508247	0	0	0	0	0	0	0	0
0	159980	180066	0	0	0	0	0	0	0	159980	180066	0	0	0	0	0	0	12836	14588
0	34615	39188	0	0	0	0	0	0	0	51922	58782	0	0	0	0	0	0	0	0
0	97298	109602	0	0	0	0	0	0	0	97298	109602	0	0	0	0	0	0	0	0
0	203470	228623	0	0	0	0	0	0	0	203470	228623	0	0	0	0	0	0	42818	49217
0	0	0	0	0	0	0	0	0	0	17593	20222	0	0	0	0	0	0	370088	416714
0	267060	300170	0	0	0	0	0	0	0	275560	310170	0	0	0	0	0	0	76042	87406
0	95433	108449	0	0	0	0	0	0	0	190865	216898	0	0	0	0	0	0	0	0
0	50730	57649	0	0	0	0	0	0	0	101460	115298	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	21816	25076	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	11260	12943	0	0	0	0	0	0	0	0
0	301732	340412	0	0	0	0	0	0	0	318732	360412	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	15890	18265	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	67123	77156	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	14383	16533	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	25451	29042	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4241	4875
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	19162	22026	47	19162	22026	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	19107	21963	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	83535	94156	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	133742	150660	0	0	0	0	0	0	0	0
0	273562	307378	0	0	0	0	0	0	0	273562	307378	0	0	0	0	0	0	33386	38375
0	0	0	0	0	0	0	0	0	0	186299	209858	0	0	0	0	0	0	0	0
0	58760	66029	0	0	0	0	0	0	0	58760	66029	0	0	0	0	0	0	12997	14940
0	0	0	0	0	0	0	0	0	0	71895	80992	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	92742	104474	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	189606	213705	0	0	0	0	0	0	0	0
0	251123	282392	0	0	0	0	0	0	0	251123	282392	0	0	0	0	0	0	57697	65566
0	196654	220962	0	0	0	0	0	0	0	196654	220962	0	0	0	0	0	0	41918	48182

				Parking																Summary	
ManufacturingOtherZFA	ManufacturingOtherGFA	TotalIndustrialZFA	TotalIndustrialGFA	ParkingReqRes	ParkingReqRes25	ParkingReqRes30	ParkingReqCF	ParkingReqCM	ParkingReqM	ParkingReq	ParkingReqGFA	ParkingProv	ParkingProvGFA	LoadingReq	LoadingReqGFA	LoadingProvGFA	BikeParkingReq	BikeParkingReqGFA	BikeParkingProvGFA	TotalZFA	TotalGFA
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	461	6915	0	873251	1003786
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	660	0	75000	86212
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	2505	0	284650	327190
0	0	0	0	0	0	0	0	0	0	0	0	43	8600	0	0	0	86	1290	0	146420	168306
0	0	0	0	0	0	0	0	0	0	0	0	6	1100	0	0	0	11	165	0	19452	22360
0	0	0	0	0	0	0	0	0	0	0	0	33	6500	0	0	0	66	990	0	127174	146181
0	0	0	0	0	0	0	0	0	0	0	0	23	4500	0	0	0	45	675	0	77244	88790
0	0	0	0	0	0	0	0	0	0	0	0	111	22250	0	0	0	223	3345	0	395958	455136
0	0	0	0	0	0	0	0	0	0	0	0	14	2750	0	0	0	27	405	0	53470	61467
0	0	0	0	0	0	0	0	0	0	0	0	114	22800	0	0	0	238	3570	0	500352	575134
0	0	0	0	0	0	0	0	0	0	0	0	6	1100	0	0	0	11	165	0	19350	22246
0	0	0	0	0	0	0	0	0	0	0	0	11	2250	0	0	0	22	330	0	38750	44544
0	0	0	0	0	0	0	0	0	0	0	0	13	2550	0	0	0	25	375	0	49921	57386
0	0	0	0	0	0	0	0	0	0	0	0	177	35490	0	0	0	596	8940	0	1057593	1215674
0	0	0	0	0	0	0	0	0	0	0	0	14	2880	0	0	0	48	720	0	87695	100811
0	0	0	0	0	0	0	0	0	0	0	0	211	42150	0	0	0	717	10755	0	1347504	1546974
0	0	0	0	0	0	0	0	0	0	0	0	40	7980	0	0	0	150	2250	0	401240	457092
0	0	0	0	0	0	0	0	0	0	0	0	80	15900	0	0	0	274	4110	0	541320	620660
0	0	0	0	0	0	0	0	0	0	0	0	45	9060	0	0	0	153	2295	0	281130	322741
0	0	0	0	0	0	0	0	0	0	0	0	38	7500	0	0	0	76	1140	0	327141	372155
0	0	0	0	0	0	0	0	0	0	0	0	17	3400	0	0	0	34	510	0	113040	128974
0	0	0	0	0	0	0	0	0	0	0	0	10	1900	0	0	0	19	285	0	37929	43609
0	0	0	0	0	0	0	0	0	0	0	0	32	6350	0	0	0	79	1185	0	274991	312715
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244566	275647
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140875	158736
0	0	26212	30129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193384	217976
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	240	0	160339	180730
0	0	17690	20334	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105671	169754
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125688	141754
0	0	245555	277037	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	245555	277037
0	0	15818	18609	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148676	167472
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89167	100445
0	0	14020	16116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104884	118212
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306692	345707
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228654	257713
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117246	132150
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450947	508247
0	0	12836	14588	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172816	194654
0	0	0	0	0	0	0	0	0	0	0	0	27	5310	0	0	0	93	1395	0	202894	232317
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97298	109602
0	0	42818	49217	0	0	0	0	0	0	0	0	0	0	0	0	0	20	300	0	246288	277840
0	0	370088	416714	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	387681	436936
0	0	76042	87406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	351602	397576
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0	0	0	0	0	0	0	0	0	0	0	0	300	59950	0	0	0	608	9120	0	1118417	1284308
0	0	0	0	0	0	0	0	0	0	0	0	149	29800	0	0	0	300	4500	0	528813	607866
0	0	0	0	0	0	0	0	0	0	0	0	31	6100	0	0	0	58	870	0	108952	125239
0	0	0	0	0	0	0	0	0	0	0	0	262	52410	0	0	0	904	13560	0	1804317	2068105
0	0	0	0	0	0	0	0	0	0	0	0	87	17300	0	0	0	183	2745	0	310355	461439
0	0	0	0	0	0	0	0	0	0	0	0	546	109150	0	0	0	1097	16455	0	2064619.3	2274401.6
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	780	0	102421	117732
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	2685	0	301187	346224
0	0	4241	4875	0	0	0	0	0	0	0	0	0	0	0	0	0	38	570	0	69711	80132
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	540	0	62746	72128
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	675	0	77180	88722
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	1230	0	158430	182111
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	1170	0	151221	173826
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	120	0	83535	94156
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	195	0	133742	150660
0	0	33386	38375	0	0	0	0	0	0	0	0	0	0	0	0	0	27	405	0	306948	345753
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	270	0	186299	209858
0	0	12997	14940	0	0	0	0	0	0	0	0	0	0	0	0	0	5	75	0	71757	80969
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	105	0	71895	80992
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	135	0	92742	104474
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	270	0	189606	213705
0	0	57697	65566	0	0	0	0	0	0	0	0	0	0	0	0	0	25	375	0	308820	347958
0	0	41918	48182	0	0	0	0	0	0	0	0	0	0	0	0	0	19	285	0	196654	220962

						Increment						
						Reisdential						CF Uses
FARResidential	FARCommunityFacility	FARCommercial	FARManufacturing	FARTotal	HeightTotal	ResidentialZFA	ResidentialGFA	ResidentialUnits	ResidentialUnits20	ResidentialUnits25	ResidentialUnits30	MedicalOfficeZFA
7.025018625	0	0.177043861	0	7.2	425	764792.3	879301	897	181	227	272	0
5.948134044	0	0	0	5.948134044	135	75000	86212	88	18	22	27	0
5.997628816	0	0	0	5.997628816	135	284650	327190	334	67	84	101	0
3.852224482	0	0	0	3.852224482	85	146420	168306	172	35	43	52	0
3.902723828	0	0	0	3.902723828	85	19452	22360	22	5	6	7	0
4.330055135	0	0.647306746	0	4.977361882	105	88027	101183	104	26	33	39	0
3.88543175	0	0	0	3.88543175	85	77244	88790	90	18	23	27	0
4.655201182	0	0.21568248	0	4.870883662	145	378425	434982	445	89	112	134	0
6.121826706	0	0.869802026	0	6.991628732	135	46818	53820	55	11	14	17	0
5.68	1.15	0.5	0	7.33	235	387766	445718	456	91	114	136	0
3.870412213	0	0	0	3.870412213	85	19350	22246	22	5	6	7	0
3.870337678	0	0	0	3.870337678	85	453934	44544	45	9	12	14	0
6.311441666	0	0.869883935	0	7.181325601	145	22258	25584	26	11	13	16	0
11.36	0	0.59	0	11.94	605	1005595	1155906	1183	236	295	354	0
10.86	0	0.8	0	11.66	255	81666	93880	96	19	24	28	0
10.59	0	1.36	0	11.95	715	1194288	1372822	1405	281	351	421	0
8.9	0	6.84	0	15.74	345	67872	78020	79	53	66	79	0
12.46654663	0	2.501073 51	0	14.96762014	685	257854	296392	303	106	133	159	0
28.2056661	0	2.64970034	0	30.85536644	735	210196	241617	247	61	76	91	0
2.286448984	0	3.541841991	0	5.828290975	145	57231	65784	67	30	38	45	0
2.930372494	0	2.758361758	0	5.688734252	115	24509	28176	29	14	17	21	0
5.967540699	0	0.869785641	0	6.83732634	145	33104	38062	38	8	10	12	0
2.289419382	0	3.505162435	0	5.794581818	150	108648	124888	127	26	32	39	0
0	0	6.489332803	0	6.489332803	150	0	0	0	0	0	0	0
0	0	6.445963405	0	6.445963405	120	-2262	-2600	-2	0	0	0	0
0	0	5.55	0.87	6.41845701	135	0	0	0	0	0	0	0
0	0	6.32	0	6.410717697	150	0	0	0	0	0	0	0
0	0	4.41	0.59	4.99	135	0	0	0	0	0	0	0
0	0	4.94	0	4.94	150	0	0	0	0	0	0	0
0	0	0	4.9	4.9	105	0	0	0	0	0	0	0
0	0	7.12	0.87	7.989644334	135	0	0	0	0	0	0	0
0	0	7.950248784	0	7.950248784	165	0	0	0	0	0	0	0
0	0	5.64	0.87	6.5	195	0	0	0	0	0	0	0
0	0	6.5	0	6.5	135	0	0	0	0	0	0	0
0	0	6.5	0	6.5	150	0	0	0	0	0	0	0
0	0	6.5	0	6.5	135	0	0	0	0	0	0	0
0	0	6.5	0	6.5	195	0	0	0	0	0	0	0
0	0	5.76	0.46	6.22	195	0	0	0	0	0	0	0
7.704828506	0	2.649829807	0	10.35465831	275	67616	77712	79	36	45	54	0
0	0	6.492347301	0	6.492347301	135	0	0	0	0	0	0	0
0	0	4.13	0.87	5	120	0	0	0	0	0	0	0
0	0	0.296076148	6.228285643	6.524361791	135	0	0	0	0	0	0	0
0	0	3.64	1	4.644301777	195	0	0	0	0	0	0	0
8.4	0	0.59	0	8.99	1035	2723111	3130141	3203	640	800	960	0
8.18	0	0.82	0	9	695	1016778	1168782	1199	239	299	359	0
8.61	0	0.37	0	8.99	570	506997	582790	596	119	149	178	0
6.48	0	0.698520492	0	7.18	135	104522	120147	122	24	30	36	0
5.91	0	1.27	0	7.18	1175	1485585	1707693	1747	349	436	524	0
6.8	0	0.37	0	7.17	335	294465	338495	346	69	86	103	0
8.941943282	0	0.300481232	0	9.242424514	995	890942	925300.6	882	279	349	419	0
4.3	0	0.7	0	5	125	24657	28343	29	20	25	30	0
7.72	0	0.65	0	8.38	415	142867	164230	168	70	88	106	0
3.661771146	0	0	0.237201335	3.898972481	85	65470	75257	77	16	20	24	0
3.883208104	0	0	0	3.883208104	85	62746	72128	73	15	19	22	0
3.889088717	0	0	0	3.889088717	85	77180	88722	90	18	23	27	0
6.322656138	0	0.869939519	0	7.192595657	135	68660	78923	80	33	41	49	0
6.015123901	0	0.869937875	0	6.885061775	145	59024	67844	70	31	39	47	0
0	0	6.451028749	0	6.451028749	150	0	0	0	0	0	0	0
0	0	7.979743645	0	7.979743645	210	0	0	0	0	0	0	0
0	0	7.13	0.869986781	8	180	0	0	0	0	0	0	0
0	0	7.962091159	0	7.962091159	180	0	0	0	0	0	0	0
0	0	3.93	0.869898571	4.8	150	0	0	0	0	0	0	0
0	0	7.94738339	0	7.94738339	180	0	0	0	0	0	0	0
0	0	7.927724721	0	7.927724721	180	0	0	0	0	0	0	0
0	0	6.48550893	0	6.48550893	195	0	0	0	0	0	0	0
0	0	5.53	1.26949208	6.79	195	0	0	0	0	0	0	0
0	0	4.08	0.869990349	4.95	135	0	0	0	0	0	0	0

									Commercial Uses				
MedicalOfficeGFA	SchoolZFA	SchoolGFA	WorshipZFA	WorshipGFA	CFOtherZFA	CFOtherGFA	CommunityFacilityZFA	CommunityFacilityGFA	LocalRetailZFA	LocalRetailGFA	DestRetailZFA	DestRetailGFA	SupermarketZFA
0	0	0	0	0	84190	96775	84190	96775	19397	22297	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1161	1334	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	17533	20154	0	0	0
0	0	0	0	0	0	0	0	0	6652	7647	0	0	0
0	0	0	0	0	78528	90330	78528	90330	34004	39086	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	17998	19768	0	0	0
0	0	0	0	0	0	0	0	0	137.65	0	0	0	0
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0	0	0	0	0	0	0	0	0	8122	9336	0	0	0
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0	0	0	0	0	0	0	0	0	4825	5547	0	0	0
0	0	0	0	0	0	0	0	0	12708	14607	0	0	0
0	0	0	0	0	0	0	0	0	32034	37687	0	0	0
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0	0	0	0	0	0	0	0	0	10074	11852	0	0	0
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0	0	0	0	0	0	0	0	0	-11125	-12500	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	17593	20222	0	0	0
0	0	0	0	0	0	0	0	0	8500	10000	0	0	0
0	0	0	0	0	0	0	0	0	95432	108449	0	0	0
0	0	0	0	0	0	0	0	0	50730	57649	0	0	0
0	0	0	0	0	0	0	0	0	18924	21826	0	0	0
0	0	0	0	0	0	0	0	0	9213	10643	0	0	0
0	0	0	0	0	0	0	0	0	17000	20000	0	0	0
0	0	0	0	0	91068	104679	91068	104679	15890	18265	0	0	0
0	0	0	0	0	0	0	0	0	41314	47489	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0

												Manufacturing Uses	
SupermarketGFA	OfficeZFA	OfficeGFA	LifeScienceZFA	LifeScienceGFA	CommercialOtherZFA	CommercialOtherGFA	HotelZFA	HotelGFA	HotelRooms	CommercialZFA	CommercialGFA	WarehouseZFA	WarehouseGFA
0	-8378	-9414	0	0	0	0	0	0	0	11019	12883	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	-76037	-86406
0	0	0	0	0	0	0	0	0	0	0	0	-9629	-10902
0	0	0	0	0	0	0	0	0	0	1161	1334	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	17533	20154	-70722	-81290
0	0	0	0	0	0	0	0	0	0	6652	7647	0	0
0	0	0	0	0	0	0	0	0	0	34004	39086	-134666	-152845
0	0	0	0	0	0	0	0	0	0	0	0	-9990	-11338
0	0	0	0	0	0	0	0	0	0	0	0	-20056	-22762
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-408786	-459442	0	0	0	0	0	0	0	-390788	-439674	0	0
0	-27428.65	-30679	0	0	0	0	0	0	0	-27291	-30679	0	0
0	-427864	-476828	0	0	0	0	0	0	0	-392365	-441166	0	0
0	131351	147422	0	0	0	0	0	0	0	131351	147422	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	180246	203307	0	0	0	0	0	0	0	188368	212643	-24016	-27605
0	46750	52771	0	0	0	0	0	0	0	46750	52771	0	0
0	0	0	0	0	0	0	0	0	0	4825	5547	-11017	-12474
0	153635	173220	0	0	0	0	0	0	0	166343	187827	-93974	-106508
0	212532	237960	0	0	0	0	0	0	0	244566	275647	0	0
0	121311.55	135862	0	0	0	0	0	0	0	138173	155699	-11570	-13000
0	167172	187847	0	0	0	0	0	0	0	167172	187847	-6675	-7500
0	138767	155351	0	0	0	0	0	0	0	160339	180730	0	0
0	129911	145970	0	0	-4450	-5000	0	0	0	125461	140970	-3115	-3500
0	112054	125902	0	0	0	0	0	0	0	122128	137754	-25365	-28500
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	132858	148863	0	0	-1352	-1520	0	0	0	120381	134843	0	0
0	89167	100445	0	0	0	0	0	0	0	89167	100445	0	0
0	90864	102096	0	0	0	0	0	0	0	90864	102096	-6675	-7500
0	0	0	306692	345707	-13350	-15000	0	0	0	293342	330707	0	0
0	226429	255213	0	0	0	0	0	0	0	226429	255213	-2014	-2264
0	117246	132150	0	0	-7787	-8750	0	0	0	109459	123400	-7787	-8750
0	450627	507887	0	0	0	0	0	0	0	448417	505404	-38170	-42888
0	159980	180066	0	0	0	0	0	0	0	159980	180066	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	94005	105902	0	0	0	0	0	0	0	94005	105902	0	0
0	203470	228623	0	0	0	0	0	0	0	203470	228623	0	0
0	0	0	0	0	0	0	0	0	0	17593	20222	0	0
0	267060	300170	0	0	0	0	0	0	0	275560	310170	0	0
0	95433	108449	0	0	0	0	0	0	0	190865	216898	-145070	-163000
0	44500	50649	0	0	0	0	0	0	0	95230	108298	-18690	-21000
0	-2892	-3250	0	0	-2848	-3200	0	0	0	13183	15376	0	0
0	-1424	-1600	0	0	0	0	0	0	0	7789	9043	-10591	-11900
0	-212413	-239452	0	0	0	0	0	0	0	-195413	-219452	0	0
0	0	0	0	0	-17800	-20000	0	0	0	-1910	-1735	0	0
0	0	0	0	0	0	0	0	0	0	41314	47489	0	0
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0	-2550	-3000	0	0	0	0	0	0	0	-2550	-3000	-21250	-25000
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	19162	22026	47	19162	22026	0	0
0	0	0	0	0	0	0	-14657	-16848	-36	4450	5115	0	0
0	0	0	0	0	0	0	0	0	0	23559	26472	0	0
0	0	0	0	0	0	0	0	0	0	50062	56312	0	0
0	273562	307378	0	0	0	0	0	0	0	273562	307378	-28717.25	-33785
0	0	0	0	0	0	0	0	0	0	186299	209858	-34340	-40400
0	58760	66029	0	0	0	0	0	0	0	58760	66029	0	0
0	0	0	0	0	0	0	0	0	0	71895	80992	0	0
0	0	0	0	0	0	0	0	0	0	92742	104474	-25500	-30000
0	0	0	0	0	0	0	0	0	0	189606	213705	-49147	-57820
0	251123	282392	0	0	0	0	0	0	0	251123	282392	-42500	-50000
0	196654	220962	0	0	0	0	0	0	0	196654	220962	-40375	-47500

										Parking Uses	
SelfStorageZFA	SelfStorageGFA	AutoRelatedZFA	AutoRelatedGFA	ManufacturingZFA	ManufacturingGFA	ManufacturingOtherZFA	ManufacturingOtherGFA	TotalIndustrialZFA	TotalIndustrialGFA	ParkingReqRes	ParkingReqRes25
0	0	0	0	-152083	-170880	0	0	-152083	-170880	0	0
0	0	0	0	-25276	-28617	0	0	-25276	-28617	0	0
0	0	0	0	-89522	-101655	0	0	-89522	-101655	0	0
0	0	0	0	0	0	0	0	-76037	-86406	0	0
0	0	0	0	0	0	0	0	-9629	-10902	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	-37923	-42997	0	0	-37923	-42997	0	0
0	0	0	0	0	0	0	0	-70722	-81290	0	0
0	0	-13139	-14936	0	0	0	0	-13139	-14936	0	0
0	0	0	0	0	0	0	0	-134666	-152845	0	0
0	0	0	0	0	0	0	0	-9990	-11338	0	0
0	0	0	0	0	0	0	0	-20056	-22762	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	-24016	-27605	0	0
0	0	0	0	-9216	-10594	0	0	-9216	-10594	0	0
0	0	0	0	0	0	0	0	-11017	-12474	0	0
0	0	0	0	0	0	0	0	-93974	-106508	0	0
0	0	0	0	-49275	-55366	0	0	-49275	-55366	0	0
0	0	0	0	-1112	-1250	0	0	-12682	-14250	0	0
0	0	0	0	6187	7629	0	0	-488	129	0	0
0	0	0	0	-122028	-137686	0	0	-122028	-137686	0	0
0	0	0	0	17690	20334	0	0	14575	16834	0	0
0	0	0	0	0	0	0	0	-25365	-28500	0	0
0	0	0	0	203232	229483	0	0	203232	229483	0	0
0	0	0	0	15818	18609	0	0	15818	18609	0	0
0	0	0	0	-9790	-11000	0	0	-9790	-11000	0	0
0	0	0	0	7345	8616	0	0	670	1116	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	-27759	-31191	0	0	-29774	-33455	0	0
0	0	0	0	0	0	0	0	-7787	-8750	0	0
0	0	0	0	-20754	-23320	0	0	-58925	-66208	0	0
0	0	0	0	-15207	-16921	0	0	-15207	-16921	0	0
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	-13350	-15000	0	0	-13350	-15000	0	0
0	0	0	0	-7800	-7658	0	0	-7800	-7658	0	0
0	0	0	0	338298	380994	0	0	338298	380994	0	0
0	0	0	0	42376	49578	0	0	42376	49578	0	0
0	0	0	0	0	0	0	0	-145070	-163000	0	0
0	0	0	0	0	0	0	0	-18690	-21000	0	0
0	0	0	0	-16665	-18725	0	0	-16665	-18725	0	0
0	0	0	0	0	0	0	0	-10591	-11900	0	0
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0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	33386	38375	0	0	4668.75	4590	0	0
0	0	0	0	0	0	0	0	-34340	-40400	0	0
0	0	0	0	12997	14940	0	0	5347	5940	0	0
0	0	-1555.5	-1830	0	0	0	0	-1555.5	-1830	0	0
0	0	0	0	0	0	0	0	-25500	-30000	0	0
0	0	0	0	0	0	0	0	-49147	-57820	0	0
0	0	0	0	57697	65566	0	0	15197	15566	0	0
0	0	0	0	41918	48182	0	0	1543	682	0	0

ParkingReqRes30	ParkingReqCF	ParkingReqCM	ParkingReqM	ParkingReq	ParkingReqGFA	ParkingProv	ParkingProvGFA	LoadingReq	LoadingReqGFA	LoadingProvGFA	BikeParkingReq	BikeParkingReqGFA
0	0	0	0	0	0	0	0	0	0	0	461	6915
0	0	0	0	0	0	0	0	0	0	0	44	660
0	0	0	0	0	0	0	0	0	0	0	167	2505
0	0	0	0	0	0	43	8600	0	0	0	86	1290
0	0	0	0	0	0	5.5	1100	0	0	0	11	165
0	0	0	0	0	0	32.5	6500	0	0	0	52	780
0	0	0	0	0	0	22.5	4500	0	0	0	45	675
0	0	0	0	0	0	111.25	22250	0	0	0	223	3345
0	0	0	0	0	0	13.75	2750	0	0	0	27	405
0	0	0	0	0	0	114	22800	0	0	0	238	3570
0	0	0	0	0	0	5.5	1100	0	0	0	11	165
0	0	0	0	0	0	11.25	2250	0	0	0	22	330
0	0	0	0	0	0	12.75	2550	0	0	0	13	195
0	0	0	0	0	0	177.45	35490	0	0	0	596	8940
0	0	0	0	0	0	14.4	2880	0	0	0	48	720
0	0	0	0	0	0	210.75	42150	0	0	0	717	10755
0	0	0	0	0	0	39.9	7980	0	0	0	53	795
0	0	0	0	0	0	79.5	15900	0	0	0	152	2280
0	0	0	0	0	0	45.3	9060	0	0	0	124	1860
0	0	0	0	0	0	37.5	7500	0	0	0	34	510
0	0	0	0	0	0	17	3400	0	0	0	15	225
0	0	0	0	0	0	9.5	1900	0	0	0	19	285
0	0	0	0	0	0	31.75	6350	0	0	0	79	1185
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	16	240
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0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	26.55	5310	0	0	0	39	585
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	20	300
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	800.75	160150	0	0	0	1620	24300
0	0	0	0	0	0	299.75	59950	0	0	0	608	9120
0	0	0	0	0	0	149	29800	0	0	0	300	4500
0	0	0	0	0	0	30.5	6100	0	0	0	58	870
0	0	0	0	0	0	262.05	52410	0	0	0	853	12795
0	0	0	0	0	0	86.5	17300	0	0	0	183	2745
0	0	0	0	0	0	546	109150	0	0	0	445	6675
0	0	0	0	0	0	0	0	0	0	0	14	210
0	0	0	0	0	0	0	0	0	0	0	84	1260
0	0	0	0	0	0	0	0	0	0	0	38	570
0	0	0	0	0	0	0	0	0	0	0	36	540
0	0	0	0	0	0	0	0	0	0	0	45	675
0	0	0	0	0	0	0	0	0	0	0	41	615
0	0	0	0	0	0	0	0	0	0	0	35	525
0	0	0	0	0	0	0	0	0	0	0	3	45
0	0	0	0	0	0	0	0	0	0	0	5	75
0	0	0	0	0	0	0	0	0	0	0	27	405
0	0	0	0	0	0	0	0	0	0	0	18	270
0	0	0	0	0	0	-33.33333333	-10000	0	0	0	5	75
0	0	0	0	0	0	-8.333333333	-2500	0	0	0	7	105
0	0	0	0	0	0	0	0	0	0	0	9	135
0	0	0	0	0	0	0	0	0	0	0	18	270
0	0	0	0	0	0	-31.66666667	-9500	0	0	0	25	375
0	0	0	0	0	0	0	0	0	0	0	19	285

	Summary							
BikeParkingProvGFA	TotalZFA	TotalGFA	FARResidential	FARCommunityFacility	FARCommercial	FARManufacturing	FARTotal	HeightTotal
0	702587	812089	6.980505706	0	0.100493738	-1.38958848	5.689348479	390
0	49724	57595	5.948134044	0	0	-2.004600481	3.943533563	90
0	195128	225535	5.997628816	0	0	-1.886245308	4.111383508	90
0	70383	81900	3.852224482	0	0	-2.000488956	1.851735526	40
0	9823	11458	3.902723828	0	0	-1.93190046	1.970823369	40
0	89188	102517	3.445218632	0	0.045439454	0	3.490658087	30
0	39321	45793	3.88543175	0	0	-1.907555645	1.977876105	40
0	325236	373846	4.655201182	0	0.21568248	-0.869987813	4.000895849	130
0	40331	46531	6.121826706	0	0.869802026	-1.718028987	5.273599746	105
0	365686	422289	5.68	1.15	0.5	-1.971787218	5.358212782	190
0	9360	10908	3.870412213	0	0	-2.000488956	1.869923257	40
0	18694	21782	3.870337678	0	0	-2.000488956	1.869848722	40
0	22258	25584	3.201897903	0	0	0	3.201897903	60
0	614807	716232	11.36	0	-4.409901259	0	6.940098741	425
0	54375	63201	10.86	0	-3.629415078	0	7.230584922	180
0	801923	931656	10.59	0	-3.476462845	0	7.113537155	625
0	199223	225442	2.664141398	0	5.150513547	0	7.814654945	195
0	257854	296392	7.129721282	0	0	0	7.129721282	400
0	210196	241617	23.07001958	0	0	0	23.07001958	590
0	221583	250822	1.01961821	0	3.355933724	-0.427865159	3.947686774	60
0	62043	70353	1.230372494	0	2.3526922	-0.463794894	3.118734252	30
0	26912	31135	5.967540699	0	0.869785641	-1.985995526	4.851330815	100
0	181017	206207	2.289419382	0	3.505162435	-1.980210377	3.814371441	105
0	195291	220281	0	0	6.489332803	-1.307466589	5.181866214	150
0	123176	138849	-0.103501467	0	6.322329026	-0.580285415	5.638542143	120
0	166684	187976	0	0	5.55	-0.016178806	5.532278204	135
0	38311	43044	0	0	6.32	-4.808304245	1.602413452	45
0	91965	154354	0	0	4.160885092	0.486809449	4.637694541	135
0	96763	109254	0	0	4.799984971	-0.997607082	3.802377889	120
0	203232	229483	0	0	0	4.055090164	4.055090164	105
0	136199	153452	0	0	6.449503132	0.87	7.319147466	135
0	79377	89445	0	0	7.950248784	-0.872889472	7.077359311	165
0	91534	103212	0	0	5.64	0.041660697	5.671660697	195
0	293342	330707	0	0	5.734283162	0	5.734283162	135
0	196655	221758	0	0	6.436760973	-0.846237663	5.59052331	150
0	101671	114650	0	0	6.06819403	-0.43180597	5.63638806	135
0	389492	439196	0	0	6.463543149	-0.849098795	5.614444353	195
0	144773	163145	0	0	5.76	-0.549894043	5.210105957	195
0	67616	77712	3.450770237	0	0	0	3.450770237	100
0	80655	90902	0	0	6.272617197	-0.890797719	5.381819478	135
0	195670	220965	0	0	4.13	-0.158461804	3.971538196	120
0	355891	401216	0	0	0.296076148	5.693285317	5.989361465	135
0	317936	359748	0	0	3.64	0.555306672	4.199608449	195
0	2768906	3184039	8.4	0	0.59	-0.447489044	8.542510956	1035
0	1058253	1216708	8.18	0	0.769869592	-0.150391223	8.799478369	695
0	503515	579441	8.61	0	0.223310889	-0.283166227	8.560144662	570
0	94890	109439	6.48	0	0.483195036	-0.657018697	6.307655848	135
0	1290172	1488241	5.91	0	-0.776006735	0	5.133993265	1085
0	292555	441439	6.8	0	-0.014139386	0	6.785860614	335
0	932256.3	972789.6	3.778544025	0	0.180051347	0	3.958595372	700
0								
0								
0	45911	52132	3.661771146	0	-0.142622826	-0.951322215	2.567826105	85
0	62746	72128	3.883208104	0	0	0	3.883208104	85
0	26180	28722	3.889088717	0	0	-2.569882412	1.319206305	85
0	87822	100949	3.117109246	0	0.869939519	0	3.987048765	20
0	63474	72959	2.687350872	0	0.202607607	0	2.889958478	30
0	23559	26472	0	0	1.819354597	0	1.819354597	25
0	50062	56312	0	0	2.986959417	0	2.986959417	55
0	278230.75	311968	0	0	7.13	0.1216603	7.251673519	180
0	151959	169458	0	0	7.962091159	-1.467631122	6.494460037	180
0	64107	71969	0	0	3.93	0.357878561	4.28797999	150
0	70339.5	79162	0	0	7.94738339	-0.171947352	7.775436038	180
0	67242	74474	0	0	7.927724721	-2.179778098	5.747946623	180
0	140459	155885	0	0	6.48550893	-1.681082389	4.804426541	195
0	266320	297958	0	0	5.53	0.334375637	5.854883557	195
0	156279	173462	0	0	4.08	0.032024312	4.112033963	135

APPENDIX 2

TRANSPORTATION

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TECHNICAL MEMORANDUM

TO: **NYCDCP**
FROM: **Philip Habib & Associates**
DATE: **4/8/2025 (Updated 4/17/2025)**
PROJECT: **Long Island City Neighborhood Plan (LICNP) Rezoning [PHA No. 2152D]**
RE: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian, and parking conditions for the *Long Island City Neighborhood Plan (LICNP) Rezoning EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided.

THE PROPOSED ACTIONS

The New York City Department of City Planning (DCP) is proposing a series of land use actions, including zoning map amendments, zoning text amendments (including mapping a Mandatory Inclusionary Housing (MIH) to ensure affordable housing is part of any future development), changes in the City Map, and disposition of non-residential City-Owned property that would facilitate the implementation of a multi-year planning process conducted in the Long Island City neighborhood of Queens in partnership with elected officials, city agencies, community boards, and local stakeholders. The Proposed Actions would approximately affect the transit-rich area bounded by 40th Avenue to the north, 24th Street to the east, 47th Avenue to the south, and the East River to the west.

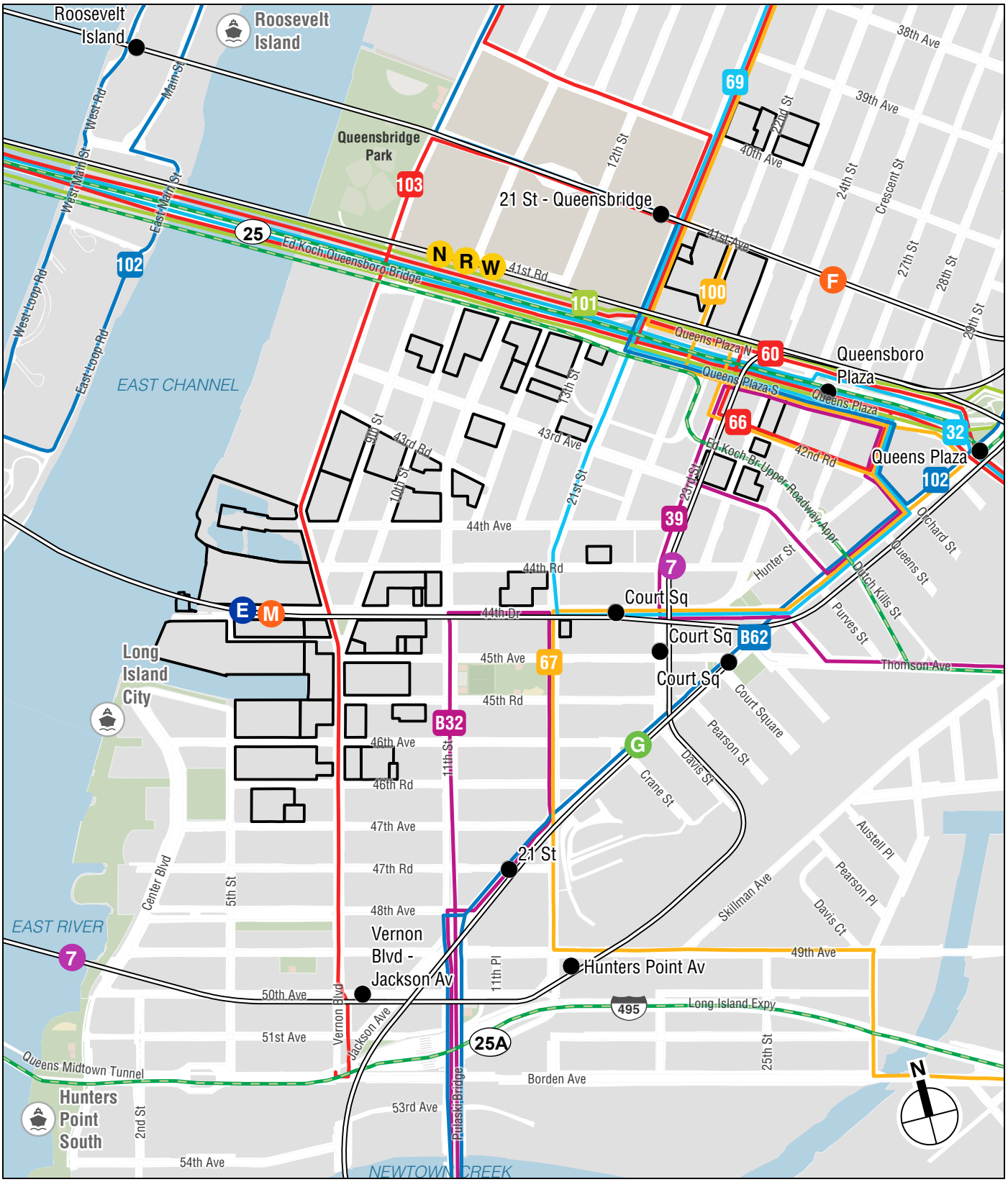
THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the proposed actions" (No Action) and "future with the proposed actions" (With Action) conditions is analyzed for an analysis year of 2035. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be developed within the ten-year analysis period for the Proposed Actions (i.e., by the 2035 analysis year), while potential sites are considered less likely to be developed over the same period. Projected development sites are considered for the purposes of transportation analyses. A total of 52 projected development sites were identified and are considered for the purposes of the transportation analyses.

Future Without the Proposed Actions (No-Action Condition)

In the future without the Proposed Actions (No Action Condition), 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 vacant

1.28.25



Projected Development Sites

80 *Local Bus Route*

Express Bus Route

Subway Station

N *Subway Line*

Ferry Landing

Local Bus Routes

B32 Q67
B62 Q69
Q32 Q100
Q39 Q101
Q60 Q102
Q66 Q103

0 1,000 FEET

Project Area Map

Figure 1

LONG ISLAND CITY NEIGHBORHOOD PLAN

buildings, or occupied by low intensity uses that are deemed likely to support more active uses. **Table 1** shows the No Action Condition for the projected development sites.

As shown in **Table 1** below, it is anticipated that, in the future without the Proposed Actions, there will be a total of approximately 6,188,101 sf of built floor area on the 52 projected development sites. Under the RWCDS, the total No Action development would comprise 2,311 dwelling units (DUs), 341,300 sf of retail space, 1,808,364 sf of office space, 53,470 sf of other commercial space, 821,932 sf of warehouse space, 14,936 sf of auto-related use, 887,767 sf of light manufacturing space.

Future With the Proposed Actions (With-Action Condition)

In the future with the Proposed Actions, the zoning map and zoning text amendments would be approved, allowing for significant housing production in the Project Area. As such, the Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in **Table 1**, the total development expected to occur under the Proposed Actions would consist of approximately 17,010 DUs, 911,053 sf of retail space, 345,707 sf of life science space, 4,373,824 sf of office space, 291,784 sf of community center space (a 599- seat intermediate school on Projected Site 68 for purposes of transportation analyses), 930,150 sf of light manufacturing space, and no warehouse or auto-related spaces.

Table 1
2035 RWCDS No-Action and With-Action Land Uses

Land Use	Existing	No-Action	With-Action	Increment
Residential				
Residential (GSF)	9,273	2,260,332	16,632,900	14,372,568
Total DUs	12	2,311	17,010	14,699
Commercial				
Local Retail (GSF)	41,905	341,300	911,053	569,753
Life Science (GSF)	0	0	345,707	345,707
Office (GSF)	748,395	1,808,364	4,373,824	2,565,460
Other Commercial[1] (GSF)	112,870	53,470	0	-53,470
Total Commercial (GSF)	*903,170*	*2,203,134*	*5,630,584*	*3,427,450*
Community Facility				
Community Center (GSF)[2]	0	0	291,784	291,784
Total Community Facility (GSF)	0	0	*291,784*	291,784
Industrial/Auto-Related				
Warehouse (GSF)	489,327	821,932	0	-821,932
Auto-Related	14,936	14,936	0	-14,936
Light Manufacturing (GSF)	757,345	887,767	930,150	42,383
Total Industrial (GSF)	1,261,608	1,724,635	930,150	-794,485

Notes:
[1]For purposes of travel demand forecasting, "Other Commercial" uses were assumed to be Offices.
[2]For purposes to travel demand forecasting, the 104,679 gsf "Community Facility" space on Site 68 is assumed to be a 599-seat intermediate school. The remaining community facility spaces are community center spaces.

Table 1 shows the total anticipated No-Action and With-Action land uses across the 52 projected development sites. As shown in **Table 1**, the projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions for the projected development sites would be a net increase of approximately 14,699 DUs, 569,753 sf of retail space, 345,707 sf of life science space, 2,565,460 sf of office space, 291,784 sf of community center space (assuming a 599- seat intermediate school for purposes of transportation analyses), and 42,383 sf of light manufacturing space. There would be a net decrease of approximately 821,932 sf of warehouse space, 14,936 sf of auto related uses, and 53,470 of other commercial space. It should be noted that for purposes of travel demand forecasting, "Other Commercial" uses were assumed to be office spaces.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No-Action and With-Action land uses on projected development sites are summarized in **Table 2** and discussed below.

The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each projected land use were primarily based on those cited in the 2021 City Environmental Quality Review (CEQR) Technical Manual, factors developed for recent environmental reviews in the area, American Community Survey (ACS) journey-to-work 5-year (2015-2019) data for Queens census tracts near the project area, American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products Program (CTPP) reverse journey-to-work 5-year (2012-2016) data, and data from other standard professional references. In accordance with the *CEQR Technical Manual*, a 25 percent taxi overlap was applied. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Retail

The trip generation rates, temporal distributions, and directional in/out splits for local retail were based on data from the 2021 *CEQR Technical Manual*. Modal splits and vehicle occupancy rates were based on survey data provided by NYC Department of Transportation (NYCDOT) for local retail. Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual*. A 50% local retail pass-by / linked trip credit will be applied as part of the Level 2 trip assignment in consultation with NYCDOT.

Residential

Residential person trip rates, temporal distribution, and directional in/out splits reflect data from the 2021 *CEQR Technical Manual*. Modal splits and auto occupancy were based on 2015-2019 5-year ACS journey-to-work data for Queens Census Tracts 1, 7, 19, 25, and 33, and taxi vehicle occupancy was based on data from the 2022 *Innovation QNS FEIS*. The 2015-2019 modal split data was adjusted to account for a four percent ferry share as the NYC Ferry is served by two ferry routes at the Long Island City and the Hunters Point South ferry terminals since 2017. The four percent was taken out of subway and bus modes proportionally. Truck generation rates and temporal distributions reflect those cited in the 2021 *CEQR Technical Manual*.

Non-Retail Commercial Uses

Non-retail commercial land uses include office, life science, auto-related (auto repair) uses, and non-profit office. As shown in **Table 2**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the *CEQR Technical Manual*, data provided by NYCDOT, the 2021 *Gowanus Neighborhood Rezoning FEIS*, the 2024 *SPARC Kips Bay FEIS,* the 2022 *Innovation QNS FEIS*, and 2012-2016 CTPP reverse journey-to-work data for Queens Census Tracts 1, 7, 19, 25, and 33.. With exception to office and non-profit office spaces (which uses DOT guidance on modal splits) other non-retail commercial uses reverse journey-to-work data to determine modal split. However, due to the Project Area's accessibility to the ferry service, the ferry modal split for these uses was assumed to be four percent, with the four percent taken out of subway and bus modes proportionally.

Community Center

For the purposes of travel demand forecasting, community facility space is assumed to be community center space. As shown in **Table 2**, the factors used to forecast travel demand from the community center uses were based on the *CEQR Technical Manual and* the *2022 Innovation QNS FEIS.*

Intermediate School

As shown in **Table 2**, the person trip generation for intermediate school was conducted separately for students, parents, and staff. The trip generation rates were based on data provided in the *CEQR Technical Manual*. The school staff modal splits and vehicle occupancies were based on the previously discussed 2012-2016 CTPP reverse journey-to-work data for Queens Census Tracts 1, 7, 19, 25, and 33 used for office workers. The temporal distributions, modal splits, directional distributions, vehicle occupancies and truck trip generation rates were based on data from the 2008 *Hunter's Point South and Related Actions FEIS*.

Light Industrial/Warehouse

The trip generation rates, temporal distributions, directional in/out splits, taxi occupancy, and truck factors for light industrial uses were based on data from the 2022 *Innovation QNS FEIS.* These factors for warehouse use were also based on data from the 2022 *Innovation QNS FEIS* as well as data provided by NYCDOT. The modal splits and auto occupancy for both uses were based on 2012-216 AASHTO CTPP reverse journey-to-work data for Queens Census Tracts 1, 7, 19, 25, and 33. Due to the Project Area's accessibility to the ferry service, the ferry modal split was assumed to be four percent, with the four percent taken out of subway and bus modes proportionally.

Table 2
Transportation Planning Factors

Land Use:	Local Retail		Office		Residential		Auto Related		Light Industrial		Warehouse		School (Intermediate Students)		School Staff		Parents (Grade 6 Students)		Community Center		Other Commercial		Life Science	
Trip Generation:	(1)		(1)		(1)		(9)		(4)		(8)		(1)		(1)		(1)		(1)		(1)		(10)	
Weekday	329.0		18.0		8.18		19.42		14.7		2.36		2.0		2.0		4.0		51.60		18.0		6.98	
Saturday	358.0		3.9		9.08		19.42		2.2		0.2		0.0		0.0		0.0		50.40		3.9		0.43	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per Student		per Staff		per Parents		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(9)		(4)		(8)		(1)(9)		(1)		(1)(9)		(1)		(1)		(10)	
AM	4.8%		12.4%		9.3%		13.2%		13.2%		10.0%		49.5%		40.0%		49.5%		9.0%		12.4%		13.0%	
MD	8.0%		11.0%		5.6%		11.0%		11.0%		9.0%		0.0%		0.0%		0.0%		7.4%		11.0%		10.0%	
PM	10.9%		10.5%		8.5%		14.2%		14.2%		11.0%		5.0%		40.0%		5.0%		9.0%		10.5%		10.0%	
SAT	11.7%		14.1%		8.4%		10.7%		10.7%		33.0%		0.0%		0.0%		0.0%		12.6%		14.1%		11.0%	
Modal Splits:	(2)		(6)(11)	(4)	(3)		(9)		(5)(11)		(5)(11)		(12)		(5)(11)		(13)		(4)		(6)(11)	(4)	(10)	(4)
	Wkday	Wkend	AM/PM/SAT	MD	All Periods		All Periods		All Periods		All Periods		All Periods		All Periods		All Periods		All Periods		AM/PM/SAT	MD	AM/MD/PM	SAT
Auto	11.0%	8.0%	14.0%	2.0%	10.9%		85.0%		35.6%		35.6%		15.0%		35.6%		0.0%		5.0%		14.0%	2.0%	24.0%	24.0%
Taxi	0.0%	0.0%	2.0%	1.0%	0.2%		5.0%		0.9%		0.9%		0.0%		0.9%		0.0%		1.0%		2.0%	1.0%	7.0%	8.0%
Subway	4.0%	7.0%	51.0%	7.0%	73.5%		1.0%		37.5%		37.5%		45.0%		37.5%		53.0%		3.0%		51.0%	7.0%	30.0%	29.0%
Railroad	0.0%	0.0%	5.0%	0.0%	2.0%		0.0%		7.9%		7.9%		0.0%		7.9%		0.0%		0.0%		5.0%	0.0%	2.0%	1.0%
Bus	3.0%	4.0%	10.0%	5.0%	1.7%		1.0%		9.1%		9.1%		20.0%		9.1%		23.5%		6.0%		10.0%	5.0%	11.0%	19.0%
Ferry	0.0%	0.0%	4.0%	0.0%	4.0%		0.0%		4.0%		4.0%		0.0%		4.0%		0.0%		0.0%		4.0%	0.0%	2.0%	1.0%
Bike	0.0%	0.0%	4.0%	2.0%	1.2%		0.0%		1.2%		1.2%		0.0%		1.2%		0.0%		0.0%		4.0%	2.0%	2.0%	2.0%
Walk/Other	82.0%	81.0%	10.0%	83.0%	6.5%		8.0%		3.7%		3.7%		20.0%		3.7%		23.5%		85.0%		10.0%	83.0%	22.0%	16.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%		100.0%		100.0%		100.0%		100.0%		100.0%		100.0%		100.0%	100.0%	100.0%	100.0%
In/Out Splits:	(1)		(1)		(1)		(9)		(4)		(8)		(1)		(1)		(1)		(1)		(1)		(10)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	52%	48%	86%	14%	22%	78%	65%	35%	88%	12%	77%	23%	100%	0%	100%	0%	50%	50%	57%	43%	86%	14%	89.0%	11%
MD	50%	50%	52%	48%	50%	50%	50%	50%	50%	50%	53%	47%	-	-	-	-	-	-	48%	52%	52%	48%	49.0%	51%
PM	50%	50%	16%	84%	62%	38%	50%	50%	12%	88%	27%	73%	0%	100%	0%	100%	50%	50%	52%	48%	16%	84%	23.0%	77%
SAT	50%	50%	48%	52%	55%	45%	50%	50%	47%	53%	64%	36%	-	-	-	-	-	-	48%	52%	48%	52%	75.0%	25%
Vehicle Occupancy:	(2)		(5,4)		(3,4)		(9)		(5,4)		(5,4)		(12)		(5)				(4)		(5,4)		(10)	
Auto	1.40		1.10		1.07		1.30		1.10		1.10		1.30		1.10		N/A		1.80		1.10		1.23	1.20
Taxi	1.40		1.42		1.40		1.30		1.20		1.30		1.30		1.20		N/A		1.40		1.42		1.40	1.40
Truck Trip Generation:	(1)		(1)		(1)		(9)		(4)		(8)		(12)						(4)		(1)		(10)	
Weekday	0.35		0.32		0.06		0.89		0.67		0.91		0.04		N/A		N/A		0.29		0.32		0.32	
Saturday	0.04		0.01		0.02		0.89		0.67		0.08		0.00		N/A		N/A		0.29		0.01		0.01	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per seat						per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(1)		(9)		(4)		(8)		(12)						(4)		(1)		(10)	
AM	8.0%		10.0%		12.0%		14.0%		14.0%		9.9%		9.7%		N/A		N/A		9.6%		10.0%		10.0%	
MD	11.0%		11.0%		9.0%		9.0%		9.0%		8.0%		7.8%		N/A		N/A		11.0%		11.0%		11.0%	
PM	2.0%		2.0%		2.0%		1.0%		1.0%		7.0%		5.1%		N/A		N/A		1.0%		2.0%		2.0%	
SAT	11.0%		11.0%		9.0%		0.0%		0.0%		28.0%		0.0%		N/A		N/A		0.0%		11.0%		11.0%	
Truck In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods/AM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	67.0%	33.0%	50.0%	50.0%	N/A	N/A	N/A	N/A	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
MD											57.0%	43.0%												
PM											60.0%	40.0%												
SAT											42.0%	58.0%												

Table 2 (cont'd)
Transportation Planning Factors

Notes:

(1) Based on data from the 2021 *City Environmental Quality Review* (CEQR) *Technical Manual*.
(2) Based on NYCDOT mode split and vehicle occupancy survey data.
(3) Based on American Community Survey journey-to-work 5-Year (2015-2019) data for Queens Census Tracts 1, 7, 19, 25 and 33.
(4) Based on data from Innovation QNS FEIS, 2022.
(5) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Queens Census Tracts 1, 7, 19, 25 and 33.
(6) Based on DOT Guidance.
(7) Based on NYCDOT medical office trip generation and mode choice data. Weekday daily trip estimate based on following equation: 141.77 + 66.626 x gross SF (in thousands) for uses over 15,000 sf, or trip rate 74.6 when use less than 15,000 sf.
(8) Based on data provided by NYCDOT.
(9) Based on data from the Gowanus Neighborhood Rezoning FEIS, 2021.
(10) Based on data from the SPARC Kips Bay DEIS, 2024.
(11) 4% Ferry share based on project area's proximity to ferry terminal.
(12) Based on data from Hunter's Point South Rezoning and Related Actions, 2008.
(13) Assumes a 1:1.3 parent-to-PS student ratio taking subway, rail, bus, and walk modes. Parent modal split adjusted for pedestrian related trips only.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2040 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. **Table 3** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No-Action condition) that would occur in 2040 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 23,162 person trips in the weekday AM peak hour, 19,936 in the weekday midday, 26,186 in the weekday PM peak hour, and 25,644 in the Saturday peak hour.

Peak hour vehicle trips, shown in **Table 4**, (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 2,698, 1,647, 2,642, and 2,112 (in and out combined) in the weekday AM, midday and PM, and Saturday peak hours, respectively.

Peak hour subway trips would increase by a net total of approximately 11,722, 5,649, 10,403, and 9,794in the weekday AM, midday, and PM, and Saturday peak hours, respectively. Transit bus trips would increase by approximately 1,177, 676, 1,079, and 867, respectively. Long Island Railroad (LIRR) peak hour trips would increase by approximately 504, 128, 442, and 295, respectively. Ferry trips would increase by approximately 676, 271, 601, and 503, respectively. Peak hour public transport trips would increase by a net total of approximately 14,031, 6,686, 12,473, and 11,454 during these periods.

Walk-only trips would increase by 5,976, 11,295, 10,325, and 11,558 trips during the weekday AM, midday and PM, and Saturday peak hours, respectively, and lastly, peak hour bike trips would increase by a net total of approximately 362, 180, 315, and 190 during these periods.

Table 3
RWCDS Travel Demand Forecast- Person Trips

Land Use:	Local Retail		Office		Residential		Auto Repair		Light Industrial		Warehouse		School (Intermediate Students)		School Staff		Parents (Grade 6 Students)		Community Center		Other Commercial		Life Science		Total	
Size/Units:	569,753 gsf		2,511,990 gsf		14,699 DU		-14,936 gsf		42,383 gsf		-821,932 gsf		599 students		60 staff		154 parents		187,105 gsf		-53,470 gsf		345,707 gsf			
Peak Hour Trips:																										
AM	4,506		5,616		11,202		-38		76		-208		594		48		306		870		-124		314		23,162	
Midday	7,506		4,980		6,748		-32		68		-184		0		0		0		716		-108		242		19,936	
PM	10,230		4,752		10,240		-42		82		-224		60		48		32		870		-104		242		26,186	
Saturday	11,946		1,388		11,228		-32		8		-66		0		0		0		1,190		-34		16		25,644	
Person Trips:																										
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	258	236	675	109	268	956	-21	-12	25	3	-59	-16	89	0	17	0	0	0	25	19	-14	-2	66	8	1,329	1,301
Taxi	0	0	99	17	2	15	-1	-1	2	1	0	0	0	0	0	0	0	0	5	4	-2	0	20	2	125	38
Subway	93	86	2,456	401	1,815	6,434	0	0	26	1	-70	-19	267	0	18	0	81	81	15	11	-58	-9	83	10	4,726	6,996
LIRR	0	0	243	43	47	172	0	0	4	1	-10	-2	0	0	4	0	0	0	0	0	-5	0	6	1	289	215
Bus	67	63	482	78	38	150	0	0	4	1	-18	-4	119	0	4	0	36	36	29	23	-12	-2	31	4	780	349
Ferry	0	0	193	33	98	349	0	0	2	1	-5	0	0	0	2	0	0	0	0	0	-4	0	6	1	292	384
Bike	0	0	193	33	27	102	0	0	1	2	0	0	0	0	1	0	0	0	0	0	-4	0	6	1	224	138
Walk/Other	1,921	1,782	482	79	159	570	-2	-1	0	2	-5	0	119	0	2	0	36	36	420	319	-11	-1	61	8	3,182	2,794
Total	2,339	2,167	4,823	793	2,454	8,748	-24	-14	64	12	-167	-41	594	0	48	0	153	153	494	376	-110	-14	279	35	10,947	12,215
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	414	414	53	49	368	368	-14	-14	13	12	-38	-30	0	0	0	0	0	0	17	19	0	0	28	30	841	848
Taxi	0	0	27	22	5	5	-1	-1	2	2	0	0	0	0	0	0	0	0	4	4	0	0	8	9	45	41
Subway	149	149	183	165	2,488	2,488	0	0	9	8	-43	-35	0	0	0	0	0	0	10	11	-4	-4	37	38	2,829	2,820
LIRR	0	0	0	0	65	65	0	0	2	2	-5	-5	0	0	0	0	0	0	0	0	0	0	2	2	64	64
Bus	111	111	129	119	56	56	0	0	4	4	-10	-9	0	0	0	0	0	0	21	23	-2	-2	13	14	322	316
Ferry	0	0	0	0	134	134	0	0	2	2	-3	-2	0	0	0	0	0	0	0	0	0	0	2	2	135	136
Bike	0	0	53	49	36	36	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	92	88
Walk/Other	3,079	3,079	2,150	1,981	222	222	-1	-1	2	2	-2	-2	0	0	0	0	0	0	291	316	-49	-47	26	27	5,718	5,577
Total	3753	3753	2595	2385	3374	3374	-16	-16	35	33	-101	-83	0	0	0	0	0	0	343	373	-55	-53	118	124	10,046	9,890
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	564	564	108	558	691	427	-18	-18	4	22	-20	-62	0	9	0	17	0	0	23	21	-3	-11	13	45	1,362	1,572
Taxi	0	0	17	80	11	6	-1	-1	2	1	0	0	0	0	0	0	0	0	4	4	0	-1	4	13	37	102
Subway	205	205	388	2,027	4,674	2,867	0	0	4	23	-22	-71	0	27	0	18	8	8	14	12	-8	-49	17	56	5,280	5,123
LIRR	0	0	42	199	126	75	0	0	3	6	-3	-11	0	0	0	4	0	0	0	0	0	-4	1	4	169	273
Bus	154	154	76	398	109	63	0	0	3	4	-6	-18	0	12	0	4	4	4	27	25	-2	-10	6	20	371	656
Ferry	0	0	31	160	251	155	0	0	1	4	0	-5	0	0	0	2	0	0	0	0	0	-3	1	4	284	317
Bike	0	0	31	160	75	44	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	-3	1	4	108	207
Walk/Other	4,192	4,192	76	401	415	251	-2	-2	1	2	-1	-5	0	12	0	2	4	4	385	355	-1	-9	12	41	5,081	5,244
Total	5115	5115	769	3983	6352	3888	-21	-21	19	63	-52	-172	0	60	0	48	16	16	453	417	-14	-90	55	187	12,692	13,494
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	479	479	94	100	673	551	-14	-14	2	-4	-18	-7	0	0	0	0	0	0	29	31	-3	-2	3	1	1,245	1,135
Taxi	0	0	17	16	10	8	-1	-1	0	0	0	0	0	0	0	0	0	0	6	6	0	0	1	0	33	29
Subway	420	420	335	364	4,547	3,720	0	0	3	-2	-22	-10	0	0	0	0	0	0	17	19	-12	-10	4	1	5,292	4,502
LIRR	0	0	34	35	124	100	0	0	2	2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	158	137
Bus	236	236	65	73	103	86	0	0	0	0	-4	-3	0	0	0	0	0	0	35	37	-3	-2	2	1	434	428
Ferry	0	0	27	31	246	198	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274	229
Bike	0	0	27	31	72	58	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	90
Walk/Other	4,838	4,838	66	73	402	330	-1	-1	1	1	0	0	0	0	0	0	0	0	485	525	-1	-1	2	1	5,792	5,766
Total	5973	5973	665	723	6177	5051	-16	-16	10	-2	-46	-20	0	0	0	0	0	0	572	618	-19	-15	12	4	13,328	12,316

Table 4
RWCDS Travel Demand Forecast- Vehicle Trips

Land Use:	Local Retail		Office		Residential		Auto Repair		Light Industrial		Warehouse		School (Intermediate Students)		School Staff		Parents (Grade 6 Students)		Community Center		Other Commercial		Life Science		Total	
Size/Units:	569,753 gsf		2,511,990 gsf		14,699 DU		-14,936 gsf		42,383 gsf		-821,932 gsf		599 students		60 staff		154 parents		187,105 gsf		-53,470 gsf		345,707 gsf			
Vehicle Trips :																										
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	184	168	615	98	253	896	-16	-9	23	1	-56	-16	68	68	15	0	0	0	14	11	-13	-2	54	7	1,141	1,222
Taxi	0	0	69	16	2	12	-1	-1	0	1	0	0	0	0	0	0	0	0	3	2	-2	0	14	1	85	31
Taxi (Balanced)	0	0	69	69	14	14	-2	-2	0	0	0	0	0	0	0	0	0	0	4	4	-2	-2	14	14	97	97
Truck	6	6	42	42	49	49	-1	-1	2	2	-50	-23	1	1	0	0	0	0	2	2	0	0	6	6	57	84
Total	190	174	726	209	316	959	-19	-12	25	3	-106	-39	69	69	15	0	0	0	20	17	-15	-4	74	27	1,295	1,403
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	296	296	53	49	346	346	-11	-11	11	10	-36	-29	0	0	0	0	0	0	9	11	0	0	23	24	691	696
Taxi	0	0	18	16	5	5	-1	-1	2	2	0	0	0	0	0	0	0	0	2	2	0	0	6	6	32	30
Taxi (Balanced)	0	0	34	34	10	10	-2	-2	3	3	0	0	0	0	0	0	0	0	4	4	0	0	11	11	60	60
Truck	7	7	45	45	36	36	-1	-1	1	1	-32	-24	1	1	0	0	0	0	3	3	0	0	6	6	66	74
Total	303	303	132	128	392	392	-14	-14	15	14	-68	-53	1	1	0	0	0	0	16	18	0	0	40	41	817	830
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	403	403	98	505	648	401	-14	-14	2	19	-20	-57	7	7	0	15	0	0	13	12	-3	-11	11	37	1,145	1,317
Taxi	0	0	16	55	9	5	-1	-1	2	-1	0	0	0	0	0	0	0	0	2	2	0	-1	3	9	31	68
Taxi (Balanced)	0	0	71	71	13	13	-2	-2	1	1	0	0	0	0	0	0	0	0	4	4	-1	-1	11	11	97	97
Truck	0	0	6	6	8	8	0	0	1	1	-28	-20	1	1	0	0	0	0	0	0	0	0	1	1	-11	-3
Total	403	403	175	582	669	422	-16	-16	4	21	-48	-77	8	8	0	15	0	0	17	16	-4	-12	23	49	1,231	1,411
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	344	344	86	90	630	519	-11	-11	1	-5	-18	-7	0	0	0	0	0	0	16	17	-3	-2	3	1	1,048	946
Taxi	0	0	17	16	9	7	-1	-1	0	0	0	0	0	0	0	0	0	0	4	4	0	0	1	0	30	26
Taxi (Balanced)	0	0	33	33	15	15	-2	-2	0	0	0	0	0	0	0	0	0	0	8	8	0	0	1	1	55	55
Truck	0	0	0	0	11	11	0	0	0	0	-6	-8	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Total	344	344	119	123	656	545	-13	-13	1	-5	-24	-15	0	0	0	0	0	0	24	25	-3	-2	4	2	1,108	1,004

Notes:
50% linked trip credit applied to local retail use.

LEVEL 1 SCREENING ASSESSMENT

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections of this memorandum, the preliminary analysis begins with a trip generation (a Level 1 screening assessment) analysis to estimate the numbers of person and vehicle trips attributable to a proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle or ferry trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 screening assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments demonstrate that a proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, 50 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction on a single route or 50 or more at a ferry landing, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area, or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrian, vehicular and pedestrian safety, and parking conditions.

Traffic

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4**, the net number of incremental vehicle trips – approximately 2,698, 1,647, 2,642, and 2,112 – would exceed the 50-trip threshold for vehicles in the weekday AM, midday, PM, and Saturday periods, respectively. Therefore, a Level 2 screening analysis is warranted for all periods to determine which intersections would require a quantified analysis.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *CEQR Technical Manual*, 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 riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction, or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest.

As shown in **Table 3**, the Proposed Actions are expected to generate an increase of approximately 11,722 and 10,403 subway trips in the weekday AM and PM peak hour, respectively. As these number of incremental subway trips exceed the 200-trip threshold in either peak period, a Level 2 screening analysis is warranted to determine which if any subway station and routes require quantified analysis.

Additionally, as also shown in **Table 3**, the Proposed Actions are expected to result in a net increase of 1,129 and 1,027 bus trips in the weekday AM and PM peak hours, respectively. As these number of incremental bus trips exceeds the 200-trip threshold in either peak period, a Level 2 screening analysis is warranted to determine which if any bus routes would require quantified analysis.

The Proposed Actions are expected to result in a net increase of 504 and 442 rail trips in the weekday AM and PM peak hours to rail stations in proximity to the project area. As these trips would be distributed to multiple stations, significant impacts to surrounding rail stations are not anticipated as a result of the Proposed Actions, rail analyses are not warranted.

Citywide Ferry Service (CWFS)

According to the general thresholds specified in the *CEQR Technical Manual*, detailed ferry analyses are generally not required if a proposed action is projected to result in fewer than 50 peak hour ferry riders. If a proposed action would result in 25 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction on a single route or 50 or more at a ferry landing, a detailed ferry analysis would be warranted. Similar to transit analyses, ferry analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the public transport system is usually highest.

As shown in **Table 3**, the Proposed Actions are expected to generate an increase of approximately 676 and 601 ferry trips in the weekday AM and PM peak hour, respectively. As these number of incremental ferry trips exceed the 200-trip threshold in either peak period, a Level 2 screening analysis is warranted to determine if any ferry routes or landing require quantified analysis.

Pedestrians

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area, or crosswalk). As shown in **Table 3**, the Proposed Actions would generate approximately 20,007, 17,981, 22,798, and 23,012 total pedestrian trips (including walk-only trips and pedestrians en route to/from nearby subway stations, rail stations, ferry terminals, and bus stops) in the weekday AM, weekday midday, weekday PM, and Saturday peak hours, respectively. As these trips would exceed the 200-trip threshold in all periods, a Level 2 screening analysis is warranted to determine which pedestrian elements would require quantified analysis.

LEVEL 2 SCREENING ASSESSMENT

As discussed above, when Level 1 screening analysis thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. As the Level 1 screening analysis thresholds were exceeded for traffic, subway, and pedestrians, Level 2 screening assessments for these modes were prepared and are discussed below. If the trip assignments show that the Proposed Actions would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak-hour subway trips at a subway station, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, subway, and pedestrian conditions.

Traffic

Project Area Street Network

As shown in **Figure 1**, the street network serving the Project Area is comprised of an irregular street grid, typical for this area of Queens. As discussed above, the Project Area approximately encompasses the transit-rich area bounded by 40th Avenue to the north, 24th Street to the east, 47th Avenue to the south, and the East River to the west. The Project area is located in Queens Community District 1 and 2.

21st Street is a major two-way north and southbound principal arterial that extends from Borden Avenue to 20th Avenue. South of 43rd Avenue, it operates with one moving lane in each direction with curbside parking along one or both curbs. Above 43rd Avenue within the study area, it operates with two moving lanes in each direction with curbside parking on one or both curbs. 21st Street is also a designated through truck route.

Jackson Avenue is a major two-way east and westbound principal arterial that extends from Vernon Boulevard to Queens Plaza South and merges into Northern Boulevard. It generally operates with two moving lanes in each direction, curbside parking along one or both curbs, and a median separating the directional traffic flow. Jamaica Avenue is also a designated through truck route.

Queens Plaza North is a major one-way westbound principal arterial that extends from 21st Street to 41st Avenue. The roadway operates with one moving lane in the westbound direction with curbside parking along one or both curbs. **Queens Plaza South** is a major one-way eastbound principal arterial that extends from Vernon Boulevard to Jackson Avenue. The roadway operates with one moving lane in the eastbound direction with curbside parking.

Vernon Boulevard is a two-way north and southbound minor arterial that extends from Main Avenue in the north to Borden Avenue in the south. It typically operates with one moving lane in each direction with curbside parking in one or both curbs. The corridor is also a designated local truck route and typically includes shared bike lanes in both directions.

11th Street is a two-way north and southbound minor arterial that extends from Jackson Avenue to Queens Plaza South, within the study area. It typically operates with one moving lane in each direction with curbside parking in one or both curbs.

Crescent Street is a one-way southbound minor arterial that extends from Hunter Street to Hoyt Avenue South. It typically operates with one moving lane in the southbound direction with curbside parking in one or both curbs.

Most other roadways comprising the Project Area Street network typically provide local access and operate one-way with one to two moving lanes and parking along one or both curbs.

Traffic Assignment and Analyzed Intersections

As shown in **Table 4** and discussed above, the Proposed Actions' RWCDS is expected to result in a net incremental increase of approximately 2,698, 1,647, 2,642, and 2,112 vehicle trips (including auto, taxi, and truck trips) in the weekday AM, midday, and PM and Saturday peak hours, respectively. As these traffic volumes exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening

threshold for a detailed analysis), an assignment of these incremental traffic volumes was prepared for each period to determine the incremental trips at key intersections for analysis (a Level 2 screening assessment).

The assignments of auto and taxi trips to the street network in proximity to the Project Area were based on the locations of each projected development site and the anticipated origins and destinations of vehicle trips associated with the different land uses under the RWCDS. **Table 5** shows the directional distributions of incremental auto and taxi trips by land use based on the origin/destination data. The origins/destinations of residential trips are based on 2015-2019 ACS journey-to-work data for Queens County census tracts 1, 7, 19, 25, and 33, while origins/destinations of office, life science, school staff, light industrial, and warehouse uses are based on 2012-2016 reverse journey-to-work data for the same tracts. Origins/destinations for uses that generate mostly local trips, including local retail, students/parents, auto repair, school, community center, were based on population density in proximity to the Project Area and surrounding neighborhoods within a half-mile radius. Although much of the project-generated auto demand is expected to park at off-street public parking facilities in the area or on-street, auto trips were assigned directly to their respective projected development sites. This can be considered a conservative approach with respect to the traffic impact analysis as it concentrates project traffic at analyzed intersections in proximity to the Project Area rather than dispersing it to outlying public parking facilities in the adjacent neighborhoods.

Using the distributions shown in **Table 5**, auto and taxi trips were first assigned to various portals on the periphery of the Project Area and from there via the most direct route to each projected development site. Truck trips en route to and from each site were assigned to designated through and local truck routes and then to the most direct paths to and from the projected sites.

Table 5
Directional Distribution of Auto/Taxi Trips by Land Use

Land Use	Queens				Brooklyn	Bronx	New York	Queens	Staten Island	Long Island	New Jersey	Upstate NY/CT
	N	S	E	W								
Residential	10%	7%	73%	10%	8%	7%	14%	30%	0%	22%	4%	15%
Office/RJTW[1]	19%	2%	78%	1%	12%	6%	2%	48%	2%	19%	6%	5%
Local Retail/Other local uses[2]	28%	32%	14%	26%	---	---	---	---	---	---	---	---

[1] Includes school staff, life science, light industrial, and warehouse.
[2] Includes auto repair, students/parents, and community center

Based on consultation and coordination with NYCDCP and NYCDOT, 65 intersections were selected for traffic data collection in December 2024. The 65 intersections listed below and are shown in **Figures 2a** through **2d. Figures 2a** through **2d** also show the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDS at the 65 selected intersections in proximity to the Project Area in the weekday AM, midday, and PM and Saturday peak hours, respectively.



Project Incremental AM Traffic Volumes



Project Incremental MD Traffic Volumes



Project Incremental PM Traffic Volumes



Project Incremental SAT Traffic Volumes

Traffic Locations Collected

1. 41st Ave & 21st St
2. 43rd Ave & 10th St
3. 43rd Ave & 11th St
4. 43rd Ave & 12th St
5. 43rd Ave & 13th St
6. 43rd Ave & 21st St
7. 43rd Ave & Vernon Blvd
8. 43rd Ave / Purves St & Jackson Ave
9. 43rd Rd & 10th St
10. 43rd Rd & 9th St
11. 43rd Rd & Vernon Blvd
12. 44th Ave & 10th St
13. 44th Ave & 11th St
14. 44th Ave & 21st St
15. 44th Ave & 9th St
16. 44th Ave & Vernon Blvd
17. 44th Dr & 10th St
18. 44th Dr & 11th St
19. 44th Dr & 21st St
20. 44th Dr & 23rd St
21. 44th Dr & 5th St
22. 44th Dr & Jackson Ave
23. 44th Dr & Vernon Blvd
24. 44th Rd & 10th St
25. 44th Rd & 21st St
26. 44th Rd & Vernon Blvd
27. 45th Ave (EB) & Vernon Blvd/10th St
28. 45th Ave (WB) & Vernon Blvd/10th St
29. 45th Rd & Vernon Blvd
30. 46th Ave & Vernon Blvd
31. 46th Rd & Vernon Blvd
32. 47th Ave & Van Dam St
33. 47th Ave & Vernon Blvd
34. 47th Rd & Vernon Blvd
35. 48th Ave & 11th St
36. 48th Ave & Van Dam St
37. 48th Ave & Vernon Blvd
38. 49th Ave & Vernon Blvd
39. 50th Ave & Vernon Blvd
40. 51st Ave & Vernon Blvd/Jackson Ave
41. Borden Ave & 21st St
42. Borden Ave & 23rd St
43. Borden Ave & 25th St
44. Borden Ave & 27th St
45. Borden Ave (EB) & Vernon Blvd
46. Borden Ave (EB) & Van Dam St
47. Borden Ave (WB) & Van Dam St

48. Hunter Point Ave & Van Dam St
49. Gale Ave & Van Dam St
50. Queens Blvd & Van Dam St
51. Queens Blvd/Thomson Ave & Van Dam St
52. Queens Boro Bridge Off Ramp & 21st St
53. Queens Plaza N. & 21st St
54. Queens Plaza S. & 10th St
55. Queens Plaza S. & 11th St
56. Queens Plaza S. & 13th St
57. Queens Plaza S. & 21st St
58. Queens Plaza S. & Jackson Ave
59. Queens Plaza S. & Vernon Blvd
60. Thomson Ave & 44th Dr
61. Thomson Ave & Queens Boro Bridge Off Ramp
62. Thomson Ave & Queens Boro Bridge On Ramp
63. Thomson Ave & Skillman Ave
64. Thomson Ave/Ct Square E & Jackson Ave
65. 44th Rd & 5th St (only exists in the With-Action)

Transit

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual,* detailed transit analyses are required if a proposed action is projected to result in greater than 200 peak hour subway riders. If a proposed action would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a subway analysis would be warranted.

Subway Analysis

Subway Stations

There is a total of six NYCT subway stations or station complexes in proximity to projected development sites that are expected to experience new demand as a result of the Proposed Actions as well as the Hunterspoint Avenue and Long Island City (LIRR) stations. These stations are shown in **Figure 1** and **Table 6**, along with the routes serving each facility. As shown in **Figure 1**, the no. 7 train operating on the Flushing line serves three stations within the project area – Vernon Blvd-Jackson Avenue, Court Square – 23rd Street, and Queensboro Plaza. The G train operating on the Brooklyn-Queens Crosstown local line serves two stations – 21st Street and Court Square– 23rd Street.

The E train operating on the 8th Avenue local line and the M train operating on the Queens Blvd local/6th Avenue local line serve two stations within the project area – Court Square– 23rd Street and Queens Plaza. The N train operating on the Broadway express line and the W train operating on the Broadway local line both serve the Queensboro Plaza Station.

The R train operating on the Broadway local line serves only the Queens Plaza Station within the project area. The F train operating on the 6th Avenue local line serves the 21st-Queensbridge station located on the north side of the project area.

The majority of these stations serving the project area run underground, with the exception of Court Square– 23rd Street and Queensboro Plaza station. Court Square– 23rd Street is a major station complex that serves the E, G, M, and no. 7 line. At this station the E, G, and M lines run underground, while the no. 7 line runs above ground. Similarly, the N and W lines at Queensboro Plaza station run underground, while the no. 7 line runs above ground.

Subway Assignment and Analyzed Stations

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 11,722 and 10,403 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each projected development site were assigned to the individual stations serving the Project Area based on their proximity. **Table 6** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations/station complexes serving the Project Area. As shown in **Table 6**, the highest number of incremental subway trips is expected to occur at the Court Square – 23rd Street (E/G/M/7) station complex which would experience approximately 9,216 incremental trips in the AM peak hour and 8,140 incremental trips in the PM peak hour. The next highest number of incremental subway trips is expected to occur at 21 St - Queensbridge (F) station complex which would generate approximately 1,419 incremental trips in the AM peak hour and 1,287 incremental trips in the PM peak hour. Queensboro Plaza (N/W/7) Station is expected to generate approximately 737 and 668 incremental subway trips in the AM and PM peak hours, respectively. All other subway stations serving the Project Area are expected to experience fewer than 200 incremental trips in the AM and PM peak hours.

As incremental peak hour demand from the Proposed Actions is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold at the Court Square – 23rd Street (E/G/M/7), 21 St - Queensbridge (F), and Queensboro Plaza (N/W/7) station complexes, these stations will be selected for detailed analysis in the EIS. Key circulation elements (i.e., stairs, escalators and fare arrays) at these stations that are expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

Table 6
Net Incremental Peak Hour Subway Trips by Station

	AM Peak Hour Trips			PM Peak Hour Trips		
Subway Station	**In**	**Out**	**Total**	**In**	**Out**	**Total**
21 St (G)	3	48	51	34	8	42
Vernon Blvd - Jackson Av (7)	-7	139	132	102	13	115
Court Sq – 23rd Street (E/G/M/7)	3,871	5,345	9,216	4,021	4,119	8,140
Queensboro Plaza (N/W/7)	263	474	737	358	310	668
21 St - Queensbridge (F)	522	897	1,419	694	593	1,287
Queens Plaza (E/M/R)	74	93	167	71	80	151
Total	4,725	6,996	11,722	5,280	5,123	10,403

Notes: Shading indicates stations that exceed the CEQR 200-trip subway threshold

Subway Line Haul Analysis

As discussed above, the Project Area is served by a total of eight NYCT subway routes, including the F, G, E, M, N, R, W and 7. As the Proposed Actions may potentially generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions will be

included in the EIS. The analysis will use existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

Bus Analysis

There are 12 NYCT and MTA local bus services that operate within the Project Area. These services and the principal corridors on which they operate in proximity to the Project Area are listed and described in **Table 7**.

Bus Assignment and Analyzed Routes

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net total of approximately 1,129 and 1,027 incremental trips by local bus during the weekday AM and PM peak hours, respectively. These bus trips were assigned to each route based on proximity by block and current ridership patterns. Additional bus trips were considered for sites not within walking distance to a rail stations. These additional rail-to-bus trips were included in the assignment of incremental bus trips by bus route. **Table 8** shows the anticipated number of new riders expected on each local bus route (by direction) in the AM and PM peak hours under the Proposed Actions.

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, 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), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 8**, six routes are expected to experience 50 or more new trips in one or both peak hours and are therefore analyzed in the EIS – B32, Q32, Q60, Q66, Q69, and Q103.

Table 7
Bus Routes Serving the Project Area

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Project Area
B32	NYCT	– Long Island City – Williamsburg	11th Street/21st Street/44th Drive
B62	NYCT	–Long Island City – Downtown Brooklyn	Jackson Ave
Q32	NYCT	Penn Station Midtown - Jackson Heights	Ed Koch Queensboro Bridge
Q39	MTA	Long Island City - Glendale	23rd Street/Queens Plaza South
Q60	MTA	East Midtown – South Jamica	Ed Koch Queensboro Bridge
Q66	MTA	Long Island City - Flushing	21st Street/35th Avenue/Queens Plaza South
Q67	MTA	Long Island City – Middle Village	21st Street/44th Drive/Jackson Boulevard
Q69	MTA	Long Island City – Astoria	21st Street/Queens Plaza South/44th Drive
Q100	MTA	Long Island City – Rikers Island	21st Street/Queens Plaza South/42nd Road
Q101	MTA	–Astoria – East Midtown	Ed Koch Queensboro Bridge/Queens Plaza
Q102	MTA	Roosevelt Island – Astoria	21st Street/ Queens Plaza/40th Avenue/41st Avenue/31st Street
Q103	MTA	Hunters Point - Astoria	Vernon Boulevard/ 21st Street/40th Avenue/41st Avenue

Table 8
Net Incremental Peak Hour Subway Trips by Station

Route	Direction	Total Bus Trips					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B32	**NB**	57	9	66	32	7	39
	SB	14	36	50	8	30	38
B62	**NB**	-12	4	-8	19	-3	16
	SB	-3	18	15	5	-11	-6
Q32	**EB**	61	9	70	16	37	53
	WB	40	13	53	11	56	67
Q39	**NB**	12	1	13	5	3	8
	SB	3	5	8	1	11	12
Q60	**EB**	140	8	148	36	32	68
	WB	36	31	66	9	130	139
Q66	**EB**	66	5	71	21	14	35
	WB	16	19	35	5	56	61
Q67	**NB**	17	2	19	9	4	13
	SB	4	8	12	2	17	19
Q69	**NB**	24	37	61	11	92	104
	SB	96	9	105	43	23	66
Q100	**NB**	4	4	8	1	12	13
	SB	14	1	15	5	3	8
Q101	**EB**	23	3	26	6	14	20
	WB	15	5	20	4	21	25
Q102	**EB**	7	24	31	19	21	40
	WB	11	16	27	28	14	42
Q103	**NB**	54	49	103	30	43	73
	SB	81	33	114	45	29	74
Total		780	349	1,129	371	656	1,027

Notes: Shading indicates routes (by direction) that exceed the CEQR 50-trip bus threshold

CWFS

There are two NYC ferry routes that service two ferry landings within the vicinity of Project Area. These ferry landings include the Long Island City landing at Gantry Plaza State Park (located north of 46th Avenue within the Project Area) and Hunters Point South (located immediately southwest of the Project Area). The routes that serve these landings are the Astoria and the East River routes. The Astoria route stops at the Long Island City landing, the following stop in the Manhattan-bound direction is the East 34th Street landing. The East River route starts and terminates at the Hunters Point South landing, the following stop in the Manhattan-bound direction is also the East 34th Street landing. Both landings/routes effectively service the same Manhattan ferry landings.

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net total of approximately 676 and 601 incremental trips by ferry during the weekday AM and PM peak hours, respectively. These ferry trips were assigned to each landing based on proximity to each Projected Development Site. However, as most Development Sites are located closer to the Long Island City landing, all ferry trips were assigned to this landing.

According to the general thresholds specified in the *CEQR Technical Manual*, a detailed analysis of CWFS conditions is generally not required if a proposed action is projected to result in fewer than 25 peak hour trips by CWFS in a single direction on a single route or fewer 50 at a ferry landing, as this level of new demand is considered unlikely to result in significant adverse impacts. As the Long Island City landing and the Astoria route are expected to experience more than 25 new ferry trips in one or both peak hours and are therefore analyzed in the EIS.

Pedestrians

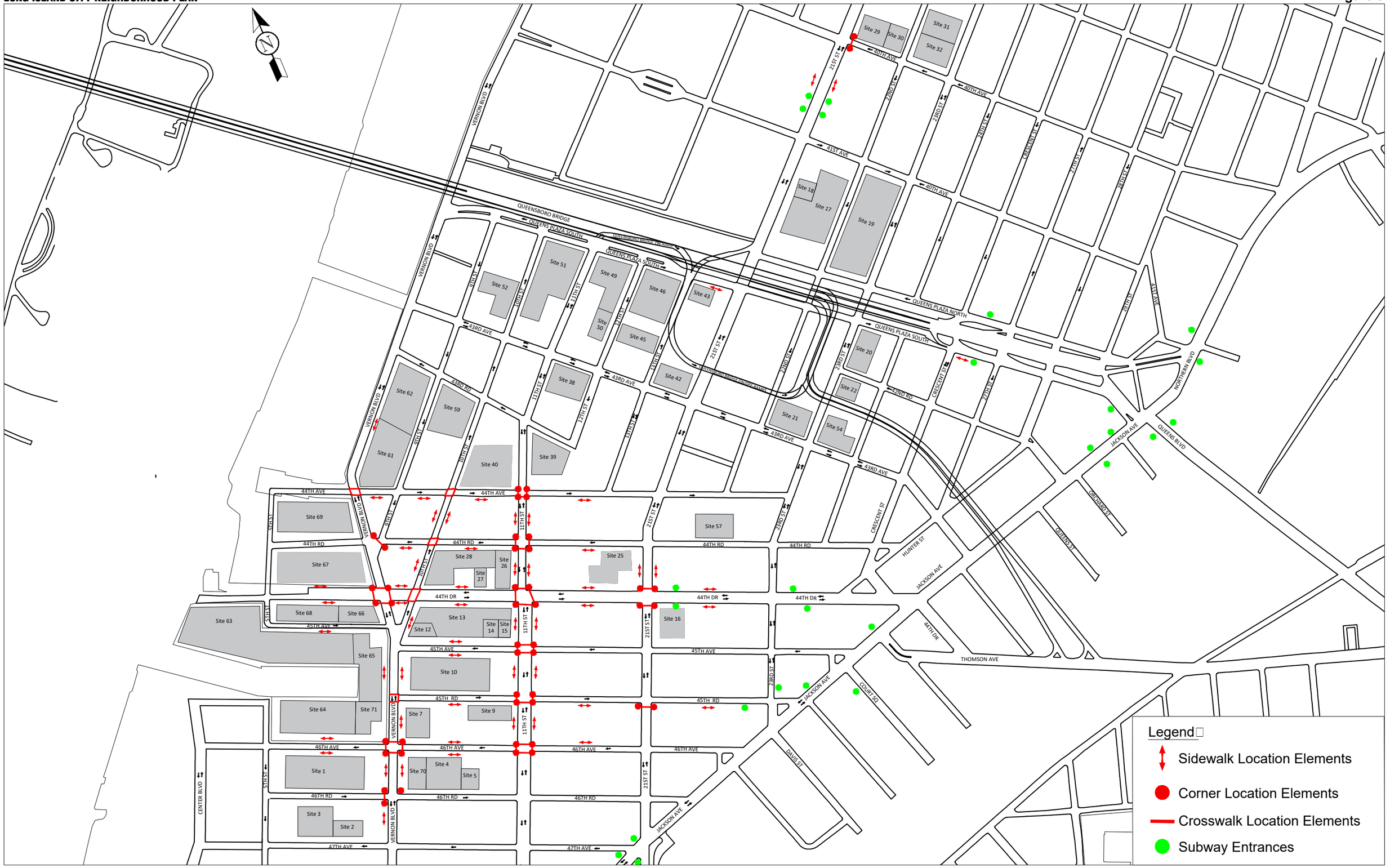
Based on *CEQR Technical Manual* guidance, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area, or crosswalk. As shown in **Table 3**, the development under the Proposed Actions would generate an incremental increase of 5,976, 11,395, 10,325 and 11,558 walk-only trips (in and out combined) during the weekday AM, midday, and PM and Saturday peak periods, respectively. In addition to the walk-only trips, transit trips (subway, bus, rail, and ferry trips) also include walk portions of the trip. Therefore, the Proposed Actions would generate a total of 20,007, 17,981, 22,798, and 23,012 total pedestrian trips in the weekday AM, weekday midday, weekday PM, and Saturday peak periods, respectively. During the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to the projected development sites and along corridors connecting the site to nearby transit stations and bus stops. In the midday and Saturday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for dining, shopping and/or running errands.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, an assignment of net increment pedestrian volumes was prepared for each period to help identify potential elements for analysis (a Level 2 screening assessment). The analysis of pedestrian conditions in the EIS will focus on representative pedestrian elements where new trips generated by projected developments are expected to be most concentrated. It is expected that these elements—sidewalks, corner areas and crosswalks—will be primarily located in the vicinity of major projected development sites and along corridors connecting these sites to area subway station entrances and bus routes.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, a quantitative pedestrian analysis will be provided in the EIS. In consultation with NYCDCP and NYCDOT, representative pedestrian elements most likely to be used by concentrations of action-generated pedestrian trips traveling to and from the projected development sites were selected for detailed analysis based on a preliminary assignment. As shown in **Figure 3**, a total of 154 pedestrian elements (55 sidewalks, 54 crosswalks, and 45 corner areas) where selected for detailed pedestrian analysis.

Pedestrian Data Collection Locations

Figure 3



Sidewalks

1. East Sidewalk along 21st St between 40th Ave and 41st Ave
2. West Sidewalk along 21st St between 40th Ave and 41st Ave
3. South Sidewalk along 44th Ave between 21st St and 11th St
4. South Sidewalk along 44th Ave between 11th St and 10th St
5. South Sidewalk along 44th Ave between 10th St and 9th St
6. South Sidewalk along 44th Ave between 9th St and Vernon Blvd
7. South Sidewalk along 44th Rd between 21st St and 11th St
8. West Sidewalk along 11th St St between 44th Ave and 44th Rd
9. East Sidewalk along 11th St St between 44th Ave and 44th Rd
10. South Sidewalk along 44th Rd between 11th St and 10th St
11. West Sidewalk along 10th St between 44th Ave and 44th Rd
12. East Sidewalk along 10th St between 44th Ave and 44th Rd
13. South Sidewalk along 44th Rd between 10th St and Vernon Blvd
14. North Sidewalk along 44th Dr between 23rd St and 21st St
15. South Sidewalk along 44th Dr between 23rd St and 21st St
16. East Sidewalk along 21st St between 44th Rd and 44th Dr
17. West Sidewalk along 21st St between 44th Rd and 44th Dr
18. North Sidewalk along 44th Dr between 21st St and 11th St
19. South Sidewalk along 44th Dr between 21st St and 11th St
20. West Sidewalk along 11th St between 44th Rd and 44th Dr
21. East Sidewalk along 11th St between 44th Rd and 44th Dr
22. North Sidewalk along 44th Dr between 11th St and 10th St
23. South Sidewalk along 44th Dr between 11th St and 10th St
24. West Sidewalk along 10th St between 44th Rd and 44th Dr
25. North Sidewalk along 44th Dr between 10th St and Vernon Blvd
26. South Sidewalk along 44th Dr between 10th St and Vernon Blvd
27. North Sidewalk along 44th Dr between Vernon Blvd and 5th St
28. South Sidewalk along 44th Dr between Vernon Blvd and 5th St
29. West Sidewalk along 11th St between 44th Dr and 45th Ave
30. East Sidewalk along 11th St between 44th Dr and 45th Ave
31. North Sidewalk along 45th Ave between 11th St and Vernon Blvd
32. South Sidewalk along 45th Ave between 11th St and Vernon Blvd
33. East Sidewalk along 10th St between 44th Dr and 45th Ave
34. South Sidewalk along 45th Rd between 23rd St and 21st St
35. South Sidewalk along 45th Rd between 21st St and 11th St
36. West Sidewalk along 11th St between 45th Ave and 45th Rd
37. East Sidewalk along 11th St between 45th Ave and 45th Rd
38. South Sidewalk along 45th Rd between 11th St and Vernon Blvd
39. East Sidewalk along Vernon Blvd between 45th Ave and 45th Rd
40. North Sidewalk along 46th Ave between 21st St and 11th St
41. West Sidewalk along 11th St between 46th Ave and 45th Rd
42. East Sidewalk along 11th St between 46th Ave and 45th Rd
43. North Sidewalk along 46th Ave between 11th St and Vernon Blvd
44. South Sidewalk along 46th Ave between 11th St and Vernon Blvd
45. West Sidewalk along Vernon Blvd between 45th Ave and 46th Ave
46. East Sidewalk along Vernon Blvd between 45th Rd and 46th Ave
47. North Sidewalk along 46th Ave between Vernon Blvd and 5th St

48. South Sidewalk along 46th Ave between Vernon Blvd and 5th St
49. West Sidewalk along Vernon Blvd between 46th Ave and 46th Rd
50. South Sidewalk along 45th Ave between 5th St and Vernon Blvd
51. East Sidewalk along Vernon Blvd between 44th Ave and 43rd Rd
52. West Sidewalk along Vernon Blvd between 46th Rd and 47th Ave
53. East Sidewalk along Vernon Blvd between 46th Ave and 46th Rd
54. South Sidewalk along Queens Plaza South between 13th St and 21st St
55. South Sidewalk along Queens Plaza South between Crescent St and 27th St

Crosswalks

1. East Crosswalk of 40th Ave and 21st St
2. East Crosswalk of 44th Ave and 11th St
3. South Crosswalk of 44th Ave and 11th St
4. West Crosswalk of 44th Ave and 11th St
5. East Crosswalk of 44th Rd and 11th St
6. South Crosswalk of 44th Rd and 11th St
7. West Crosswalk of 44th Rd and 11th St
8. East Crosswalk of 44th Rd and Vernon Blvd
9. North Crosswalk of 44th Dr and 21st St
10. South Crosswalk of 44th Dr and 21st St
11. North Crosswalk of 44th Dr and 11th St
12. East Crosswalk of 44th Dr and 11th St
13. West Crosswalk of 44th Dr and 11th St
14. South Crosswalk of 44th Dr and 11th St
15. North Crosswalk of 44th Dr and Vernon Blvd
16. East Crosswalk of 44th Dr and Vernon Blvd
17. South Crosswalk of 44th Dr and Vernon Blvd
18. West Crosswalk of 44th Dr and Vernon Blvd
19. North Crosswalk of 45th Ave and 11th St
20. East Crosswalk of 45th Ave and 11th St
21. South Crosswalk of 45th Ave and 11th St
22. West Crosswalk of 45th Ave and 11th St
23. South Crosswalk of 45th Rd and 21st St
24. East Crosswalk of 45th Rd and 11th St
25. South Crosswalk of 45th Rd and 11th St
26. West Crosswalk of 45th Rd and 11th St
27. North Crosswalk of 46th Ave and 11th St
28. East Crosswalk of 46th Ave and 11th St
29. West Crosswalk of 46th Ave and 11th St
30. South Crosswalk of 46th Ave and 11th St
31. North Crosswalk of 46th Ave and Vernon Blvd
32. East Crosswalk of 46th Ave and Vernon Blvd
33. South Crosswalk of 46th Ave and Vernon Blvd
34. West Crosswalk of 46th Ave and Vernon Blvd
35. West Crosswalk of 46th Rd and Vernon Blvd
36. North Crosswalk of 44th Ave and Vernon Blvd
37. East Crosswalk of 44th Ave and Vernon Blvd
38. South Crosswalk of 44th Ave and Vernon Blvd

39. West Crosswalk of 44th Ave and Vernon Blvd
40. North Crosswalk of 44th Ave and 10th St
41. East Crosswalk of 44th Ave and 10th St
42. South Crosswalk of 44th Ave and 10th St
43. West Crosswalk of 44th Ave and 10th St
44. North Crosswalk of 44th Rd and 10th St
45. East Crosswalk of 44th Rd and 10th St
46. South Crosswalk of 44th Rd and 10th St
47. West Crosswalk of 44th Rd and 10th St
48. North Crosswalk of 44th Dr and 10th St
49. East Crosswalk of 44th Dr and 10th St
50. West Crosswalk of 44th Dr and 10th St
51. South Crosswalk of 44th Dr and 10th St
52. North Crosswalk of 45th Rd and Vernon Blvd
53. East Crosswalk of 45th Rd and Vernon Blvd
54. South Crosswalk of 45th Rd and Vernon Blvd

Corners Areas

1. NE Corner of 40th Ave and 21st St
2. SE corner of 40th Ave and 21st St
3. NW Corner of 44th Ave and 11th St
4. NE Corner of 44th Ave and 11th St
5. SW Corner of 44th Ave and 11th St
6. SE Corner of 44th Ave and 11th St
7. NW Corner of 44th Rd and 11th St
8. NE Corner of 44th Rd and 11th St
9. SW Corner of 44th Rd and 11th St
10. SE Corner of 44th Rd and 11th St
11. NE Corner of 44th Rd and Vernon Blvd
12. SE Corner of 44th Rd and Vernon Blvd
13. NW Corner of 44th Dr and 21st St
14. NE Corner of 44th Dr and 21st St
15. SW Corner of 44th Dr and 21st St
16. SE Corner of 44th Dr and 21st St
17. NW Corner of 44th Dr and 11th St
18. NE Corner of 44th Dr and 11th St
19. SW Corner of 44th Dr and 11th St
20. SE Corner of 44th Dr and 11th St
21. NW Corner of 44th Dr and Vernon Blvd
22. NE Corner of 44th Dr and Vernon Blvd
23. SW Corner of 44th Dr and Vernon Blvd
24. SE Corner of 44th Dr and Vernon Blvd
25. NW Corner of 45th Ave and 11th St
26. NE Corner of 45th Ave and 11th St
27. SW Corner of 45th Ave and 11th St
28. SE Corner of 45th Ave and 11th St
29. SW Corner of 45th Rd and 21st St
30. SE Corner of 45th Rd and 21st St

31. NW Corner of 45th Rd and 11th St
32. NE Corner of 45th Rd and 11th St
33. SW Corner of 45th Rd and 11th St
34. SE Corner of 45th Rd and 11th St
35. NW Corner of 46th Ave and 11th St
36. NE Corner of 46th Ave and 11th St
37. SW Corner of 46th Ave and 11th St
38. SE Corner of 46th Ave and 11th St
39. NW Corner of 46th Ave and Vernon Blvd
40. NE Corner of 46th Ave and Vernon Blvd
41. SW Corner of 46th Ave and Vernon Blvd
42. SE Corner of 46th Ave and Vernon Blvd
43. NW Corner of 46th Rd and Vernon Blvd
44. NE Corner of 46th Rd and Vernon Blvd
45. SW Corner of 46th Rd and Vernon Blvd

APPENDIX 3

AIR QUALITY

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Memorandum

To:	New York City Department of City Planning
From:	Henry Kearney, AKRF, Inc.
Date:	March 10, 2025 - REVISED
Re:	Long Island City Neighborhood Plan EIS – Air Quality Analysis Methodology
cc:	Robert White, Patrick Blanchfield (AKRF, Inc.)

The purpose of this memorandum is to describe the air quality analysis approach for the Long Island City Neighborhood Plan Environmental Impact Statement (EIS). A total of 67 development sites (52 projected and 15 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 52 projected development sites under the With Action condition would consist of residential, commercial, community facility and industrial uses, as well as parking. The analysis year is 2035. In addition, there are 55 industrial source permits and registrations in the area that are assumed to be active and may need to be analyzed for their potential impacts to future residents of the Project Area.

This memorandum presents a summary of the methodology and assumptions to be used for the both the mobile and stationary source air quality analyses of the Proposed Actions.

MOBILE SOURCE ANALYSIS

INTERSECTION SELECTION

The mobile source analysis will evaluate the Proposed Actions for potential impacts from carbon monoxide (CO) and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) due to vehicular traffic anticipated to be generated by the Proposed Actions. Based on a preliminary review of the study area roadway configuration, and the traffic analysis scope, it is anticipated that projected vehicle trips generated by the Proposed Actions will exceed the CO threshold of 170 vehicles in a peak hour at a number of intersections in the study area. For $PM_{2.5}$, the screening procedure outlined in the 2021 *CEQR Technical Manual* is based on determining whether the projected number of vehicles trips at an intersection exceeds thresholds based on heavy-duty diesel vehicle (HDDV) equivalents. The thresholds are as follows:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles;
- 19 or more HDDV for collector roads;
- 23 or more HDDV for principal and minor arterials; or

- 23 or more HDDV for expressways and limited access roads.

The worksheet referenced in Section 201 of the *CEQR Technical Manual* will be utilized to calculate the equivalent number of HDDV equivalents at intersections in the traffic study area. The worksheet uses vehicle classification information based on the traffic data collected for the project and assigns these classifications to vehicle categories using a table referenced in the *CEQR Technical Manual.*[1] Roadway classifications will be determined by corridor at each intersection, based on NYCDOT functional class criteria and With Action traffic volumes.

Intersections exceeding the CO and/or $PM_{2.5}$ mobile source screening thresholds will be considered for analysis. Selection of specific intersections for analysis will depend on the baseline and No Action traffic conditions along with the vehicular trip generation and distribution under the Proposed Actions. The selected intersections will be submitted for review and approval to DCP. If additional intersections warrant analysis, justification for their inclusion will be provided to DCP for review and approval; however, it is anticipated that no more than two (2) intersections will be analyzed for CO and five (5) intersections for $PM_{2.5}$.

DISPERSION MODELING

Potential impacts from the Proposed Actions' mobile sources will be predicted using the American Meteorological Society/EPA Regulated Model (AERMOD) Version 24142.[2] AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain, including updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and includes handling of terrain interactions. AERMOD is a recommended model for transportation air quality analyses, and EPA mandated its use for transportation conformity purposes after a three-year transition period.[3]

The analysis will be performed using an EPA line source representation of emission sources in order to simulate traffic-related air pollutant dispersion.[4] In addition, the weighted average release height and initial vertical source parameters will be calculated for each modeled roadway.

For the $PM_{2.5}$ analysis, 24-hour traffic volumes will be estimated using peak hour volumes as a baseline to determine volumes throughout the day. Off-peak traffic volumes will be determined by adjusting the peak period volumes by the 24-hour distributions from available data at appropriate locations.

METEOROLOGY

The AERMOD model includes the modeling of hourly concentrations based on hourly traffic data and five years of monitored hourly meteorological data. The data will consist of surface data collected at the LaGuardia Airport National Weather Service Station (NWS) and upper air data collected at Brookhaven, New York for the period 2015–2019.[5] The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation

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[1] MOBILE6 Input Data Format Reference Tables, August 14, 2003.

[2] EPA. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. Office of Air Quality Planning and Standards. EPA-454/B-24-007, November 2024.

[3] EPA. Revisions to the Guideline on Air Quality Models: Final rule. Federal Register, Vol. 82, No. 10, January 2017.

[4] EPA. *Project-Level Conformity and Hot-Spot Analyses*, available at: https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#pmguidance.

[5] NYSDEC has stated that upper air measurements for 2022 and 2023 are missing a significant number of days, consequently 2022 and 2023 meteorological data are not being considered.

over the five-year period. These data are processed using the EPA AERMET program to develop data in a format which can be readily processed by the AERMOD model. The land uses around the site where meteorological surface data are available will be classified using categories defined in digital United States Geological Survey (USGS) maps. The meteorological dataset processed with the AERMET Version 21112 processor, provided by the New York State Department of Environmental Conservation (NYSDEC), will be used for the analysis.[6]

All hours will be modeled, and the highest resulting concentration for each averaging period will be presented, based on the form of the standard or criterion.

ANALYSIS YEAR

The microscale analyses will be performed for 2035, the year by which development facilitated by the Proposed Actions is likely to be completed. The future analysis will be performed both without the Proposed Actions (the No Action condition) and with the Proposed Actions (the With Action condition).

BACKGROUND CONCENTRATIONS

The background concentrations to be used in the mobile source analysis are based on concentrations recorded at a monitoring station representative of the county or from the nearest available monitoring station and in the statistical form of the National Ambient Air Quality Standards (NAAQS), as provided in the *CEQR Technical Manual*. The background concentrations are presented in **Table 1**.

Table 1
Maximum Background Pollutant Concentrations for Mobile Source Analysis

Pollutant	Average Period	Location	Concentration	NAAQS
CO	1-hour	CCNY	2.52 ppm	35 ppm
	8-hour	CCNY	1.2 ppm	9 ppm
$PM_{2.5}$	24-hour	JHS 126	17.8 µg/m^3	35 µg/m^3 (2)
	Annual	JHS 126	7.6 µg/m^3	9 µg/m^3 (3)

Notes:
(1) CO concentrations represent the maximum second-highest monitored concentrations from the three years of data.
(2) $PM_{2.5}$ 24-hour-average concentration represents the average of the 98th percentile day from three recent years of data.
(3) EPA has lowered the NAAQS from 12 µg/m^3.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017-2019.

$PM_{2.5}$ and CO concentrations are based on three recent years of monitored data (2017–2019) consistent with the statistical format of the NAAQS. To develop background levels for each pollutant, concentrations measured at the most representative ambient monitoring station operated by NYSDEC over a three-year period will be used consistent with NYSDEC guidance. 2020 and 2021 data will not be used because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19, consistent with New York City Department of Environmental Protection (DEP) guidance.

RECEPTOR PLACEMENT

Multiple receptors (i.e., precise locations at which concentrations are predicted) will be modeled at each of the selected sites. Receptors will be placed along the approach and departure links at regularly spaced intervals along the coded links. Ground-level receptors will be placed at sidewalk

[6] NYSDEC staff previously communicated in an email to AKRF that the met data provided by NYSDEC and processed with earlier versions is acceptable for use with later AERMOD versions. NYSDEC does not have immediate plans to update the met data using AERMET Version 24142.

or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on the New York City Department of Environmental Protection (DEP) guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis will be placed at a distance of 15 meters from the nearest moving lane at each analysis location.

VEHICLE EMISSIONS

Engine Emissions

Vehicular cruise and idle CO and $PM_{2.5}$ emission factors to be utilized in the dispersion modeling will be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator (MOVES5).[7] This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from NYSDEC.

Project specific vehicle classification data obtained through field studies will be mapped to the 13 vehicle categories defined in the MOVES model based on New York State vehicle registration data in accordance with the current guidance in the *CEQR Technical Manual*. County-specific hourly temperature and relative humidity data obtained from NYSDEC will be used.

Road Dust

To account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates will include fugitive road dust. However, since DEP considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[8] and the *CEQR Technical Manual*.

DETERMINING THE SIGNIFICANCE OF AIR QUALITY IMPACTS

Predicted values will be compared with the City's CEQR *de minimis* criteria for CO and $PM_{2.5}$. If maximum predicted CO or $PM_{2.5}$ concentrations result in a potential impact, refinements to the analysis would be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours.

If the results of the mobile source analysis outlined above determine that maximum annual incremental $PM_{2.5}$ concentrations are greater than the *de minimis* criterion of 0.1 $\mu g/m^3$ on a neighborhood scale, additional modeling of $PM_{2.5}$ concentrations would be performed using a comprehensive analysis procedure to determine the magnitude and extent of neighborhood-scale $PM_{2.5}$ impacts from mobile sources (Grid Analysis). The analysis would be performed using the AERMOD model, with receptors placed at a pedestrian height of 6 feet on a 1 kilometer (km) by 1 km grid, with receptors placed at a 25-meter spacing. The grid would be centered at the intersection location where the maximum concentrations are predicted to exceed the CEQR *de minimis* criterion. If multiple locations are predicted to exceed the *de minimis* criteria, the analysis would be either be centered between the affected intersections (in cases where the intersections are adjacent) or modeled as separate grids (in cases where the intersections are not adjacent).

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[7] EPA, Motor Vehicle Emission Simulator (MOVES): User Guide for MOVES2014a. EPA420B15095. November 2015. Overview of EPA's Motor Vehicle Emission Simulator (MOVES5). November 2024, EPA-420-R-24-011.

[8] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

For roadways with traffic information, the same traffic volume and emission rates would be used in the analysis. All intersections analyzed for the traffic study within the 1 km by 1 km area would be included for the grid analysis (signalized and unsignalized). For roadways without traffic information, traffic volume and emission rates would be selected based on the nearest representative roadway with traffic volume information. Available data (e.g., speeds, vehicle classification data, volumes) from the Traffic Information Management System (TIMS) developed by the New York City Department of Transportation (DOT), as well as data maintained by the New York State Department of Transportation (NYSDOT), would be used to supplement any gaps in traffic information. The analysis would be performed for the No Action and Build Condition. The average annual $PM_{2.5}$ concentration would be determined at each receptor for each condition, and the neighborhood-scale concentration determined based on the arithmetic mean value for the receptor grid. The incremental annual concentration would be determined based on the difference between the neighborhood scale No Build and Build concentrations. It is anticipated that these additional measures would reduce $PM_{2.5}$ annual incremental concentrations below the annual *de minimis* criterion threshold. If the grid analysis predicts that the maximum neighborhood scale concentration exceeds the *de minimis* criterion of 0.1 $\mu g/m^3$, traffic mitigation measures would be incorporated into the grid analysis.

PARKING GARAGE ANALYSIS

A number of projected development sites would have parking garages. Based on parking garage locations and sizes, an analysis of CO and $PM_{2.5}$ emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated. AKRF will provide DCP with a list of parking facilities to be analyzed.

ANALYSIS OF ELEVATED ROADWAY

A portion of the Project Area is within 200 feet of the Ed Koch Queensborough Bridge and associated ramps. The effect of these existing elevated roadways on the future development sites will therefore be analyzed, as recommended in the *CEQR Technical Manual*.

Emission factors for CO and $PM_{2.5}$ will be determined using the EPA MOVES5 model, using estimated speeds and volumes from information developed for the traffic analysis for the Proposed Actions) and vehicle classification from the Traffic Information Management System (TIMS) developed by the New York City Department of Transportation (DOT), and/or data maintained by the New York State Department of Transportation (NYSDOT), would be used to supplement any gaps in traffic.[9] Receptors will be placed at various locations and elevations to predict concentrations from vehicles on each of the projected and potential development sites within 200 feet of the bridge that would include residential uses. Receptors will also be placed at pedestrian levels at any new open spaces that would be located within the 200-foot study area of the bridge.

The analysis will be performed for the With Action condition. Predicted values will be compared with NAAQS.

[9] The ratio between passenger cars and passenger trucks calculated from the county-specific vehicle population data used in the NYSDEC inventory projections for 2020 will be applied as an additional breakdown of the fraction coded as autos in the data published by NYSDOT.

STATIONARY SOURCES

HEATING AND HOT WATER SYSTEMS

Projected and Potential Development Site Screening

In 2021, the New York City Council passed a bill, Local Law 154, that effectively bans the installation of most new natural gas and other fossil fuel-fired systems in buildings in New York City. In addition, the proposed design of new buildings under the Proposed Project must meet the applicable provisions of the New York City Energy Conservation Code and demonstrate consistency with the City's carbon intensity limits established pursuant to Local Law 97 of 2019. For the purpose of the evaluating potential air quality impacts associated with the reasonable worst-case development scenario, it will be conservatively assumed that each of the projected and potential development sites would utilize fossil fuel-fired heating and/or hot water systems, as discussed further below.

The analysis of fossil fuel-fired heating and hot water systems of the proposed development sites will consider impacts following the screening procedures outlined in the 2021 *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as "project-on-project impacts." The analysis will be performed for both projected and potential development sites that are assumed to potentially use fossil fuel-fired heating and hot water systems, based on consultation with DCP.

The nearest existing building and/or development site of a similar or greater height will be analyzed as the potential receptor. Since information on the heating and hot water systems' design is not available, it will be assumed that exhaust stacks would be located 3 feet above roof height (as per the *CEQR Technical Manual*), 10 feet from the edge of the roof, and that No. 2 fuel oil or natural gas would be utilized. If the results pass the screening analysis assuming No. 2 fuel, the proposed development site is determined to result in no potential significant adverse air quality impacts using No. 2 fuel oil or natural gas. If the results do not pass the screening analysis assuming No. 2 fuel but pass the screening analysis assuming natural gas, the proposed development site is determined to result in no potential significant adverse air quality impacts using natural gas, and an E-Designation would be placed prohibiting the use of No. 2 fuel oil. If the screening analysis using natural gas does not pass, an additional setback would be screened, at the middle of the roof. If the results pass the screening analysis passes, the proposed development site is determined to result in no potential significant adverse air quality impacts using natural gas, and an E-Designation would be placed prohibiting the use of No. 2 fuel oil and requiring a minimum stack setback to the stack location used in the screening analysis.

Refined Analysis of Projected and Potential Development Sites

If the results fail the screening with natural gas and simple stack exhaust restriction considerations, a refined analysis would be performed for that development site using the AERMOD model. Natural gas would be assumed as the fuel type. For this analysis, five years of meteorological data (2015-2019) from the LaGuardia Airport NWS and concurrent upper air data, will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2) and particulate matter ($PM_{2.5}$) will be determined at affected sites.

The AERMOD analyses would be performed assuming stack tip downwash, urban dispersion and surface roughness length, and elimination of calms. The analyses would be performed without building downwash only, since each analysis is performed specifically to evaluate the potential impacts of a single development site on a nearby building of a similar or greater height, which would result in the higher concentrations under no downwash conditions compared to with building downwash.

Emission Estimates and Stack Parameters

Fuel consumption will be estimated based on procedures outlined in the *CEQR Technical Manual*. Using information in the Air Quality Appendix of the *CEQR Technical Manual*, an estimate of the emissions from the development's heating and hot water systems will be made. The appendix includes tables which can be used to estimate emissions based on the development size, type of fuel used and type of construction. Fuel consumption factors of 47.8 ft^3/ft^2-year would be used for natural gas for residential developments. For commercial developments, fuel consumption emission factors of 36.1 ft^3/ft^2-year for natural gas will be used. Mixed-use developments would use the residential fuel consumption factors since they are more conservative. Short-term factors would be determined by estimating peak hourly fuel consumption estimates for heating and cooling systems assuming that the calculated annual fuel consumption occurs over a 100-day heating season.

Emission factors from the natural gas combustion section of EPA's *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources* (AP-42). AP-42 will be used to calculate emission rates for the projected and potential development site's heating and hot water systems. $PM_{2.5}$ emissions will include both the filterable and condensable components. Annual NO_2 concentrations from heating and hot water sources will be estimated using the Tier 1 method, which conservatively assumes a full conversion of NO_2 to NO_x.[10]

One-hour average NO_2 concentration increments associated with the projected and potential development sites' hot water systems will be estimated using AERMOD model's Plume Volume Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. The PVMRM module incorporates hourly background ozone concentrations to estimate NO_x transformation within the source plume. The model will apply ozone concentrations for the period of 2015–2019 at the nearest available NYSDEC ozone monitoring station—the NYSDEC Queens College monitoring station. [11] An initial NO_2 to NO_x ratio of ten percent at the source exhaust stack will be assumed, which is considered representative for boilers.

The methodology used to determine the compliance of total one-hour NO_2 concentrations from the proposed sources with the one-hour NO_2 NAAQS will be based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from proposed sources will be first added to the seasonal hourly background monitored concentrations; then the highest combined daily one-hour NO_2 concentration will be determined at each receptor location and the 98th percentile daily one-hour maximum concentration for each modeled year calculated within the AERMOD model; finally the 98th percentile concentrations will be averaged over the latest five years.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (see **Table 2**).

Table 2
Background Pollutant Concentrations for Stationary Souce Analysis

Pollutant	Average Period	Location	Concentration (µg/m^3)	NAAQS (µg/m^3)

[10] Appendix W to Part 51, *Guideline on Air Quality Models*, Section 4.2.3.4.

[11] 2020 and 2021 background data will not be used because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19, consistent with DEP guidance. 2022 and 2023 background data will not be used since it needs to be paired with coinciding meteorological data, and NYSDEC has stated that these years are missing a significant number of days of upper air measurements, consequently, this data is not available for use in modeling analyses.

NO_2	Annual[1]	IS 52	32.8	100
	1-hour[2]		110.6	188
$PM_{2.5}$	24-hour	JHS 126	17.8	35

Notes:
[1] Annual average NO_2 background concentration is based on the three-year highest value.
[2] The one-hour NO_2 background concentration is based on the maximum 98th percentile one-hour NO_2 concentration averaged over three years of data.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017-2019.

To develop background levels, concentrations measured at the most representative NYSDEC ambient monitoring station over a three-year period (2017-2019) will be used, consistent with NYSDEC guidance. The 2020 and 2021 background data will not be used because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19, based on available guidance from DEP.

$PM_{2.5}$ annual average impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria, without considering the annual background. Therefore, the annual $PM_{2.5}$ background is not presented in the table. The $PM_{2.5}$ 24-hour average background concentration of 17.8 µg/m^3 (based on the 2017 to 2019 average of 98th percentile concentrations measured at the JHS 126 monitoring station) will be used to establish the *de minimis* value for the 24-hour increment, consistent with the guidance provided in the *CEQR Technical Manual.*

Receptors

Receptors would be placed at elevated locations on all facades and at multiple elevations on buildings that are predicted to be potentially impacted based on the screening analysis (both existing and proposed), to identify maximum pollutant concentrations. Generally, receptors would be spaced at a three-meter interval vertically to represent individual floors of a building, while horizontally, receptor spacing would be a minimum of three meters and a maximum of 10 meters.

Determining the Significance of Air Quality Impacts

For the refined stationary source analysis, the exhaust stacks for the heating and hot water systems will be assumed to be located at the edge of the development massing closest to the receptor, unless the source and receptor are immediately adjacent to each other. In these cases, the stack would be assumed to be located at an initial distance of 10 feet from the nearest receptor. If a source does not meet the NAAQS or $PM_{2.5}$ *de minimis* criteria, the stack would then be set back in 10-foot (or similar) increments, until the source meets the respective criteria. If necessary, further restrictive measures would be considered, including use of low NO_x burners, increasing stack heights, or a combination of these measures.

Predicted values will be compared with NAAQS for NO_2 and the City's CEQR *de minimis* criteria for $PM_{2.5}$. In the event that violations of standards are predicted, an air quality E-designation (or other equivalent restriction, as appropriate) would be proposed for the site, describing the fuel and/or exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

HEATING AND HOT WATER SYSTEM CLUSTER ANALYSIS

A cumulative impact analysis will be performed for development sites with a similar height located in close proximity to one another (i.e., site clusters). The proposed action area RWCDS development sites will be studied to determine cluster selection. Development sites will be evaluated for grouping based on the following criteria:

- The potential use of fossil fuels at the development site;
- Density and scale of development;
- Similarity of height; and

- Proximity to other buildings of a similar or greater height.

Proposed site clusters for analysis will be identified once the criteria for identification of projected and potential development sites that are assumed to utilize fossil fuels is determined. The analysis for the clusters will be performed assuming natural gas as the fuel type for the individual development sites.

The heating and hot water system cluster analysis will be performed using the EPA AERMOD Model. Emission factors for natural gas will be obtained from the EPA AP-42.

The AERMOD analysis for the clusters will follow the same general procedures outlined above for the individual development sites. The analysis will focus on existing buildings or other projected or potential development sites which are of a similar or greater height compared to the source cluster.

Predicted values will be compared with NAAQS for NO_2 and the City's CEQR *de minimis* criteria for $PM_{2.5}$. The results of the analysis will be added to background concentrations to determine whether impacts are below ambient air quality standards. In the event that violations of standards are predicted, an air quality E-designation (or other equivalent restriction, as appropriate) would be proposed for the site, describing the fuel and/or exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

INDUSTRIAL SOURCE ANALYSIS

Existing Uses

An initial review of air permit information was performed to identify potential process and manufacturing sources located within and around the Project Area. A search of air permits within the study area was conducted using the DEP Clean Air Tracking System (CATS) database to identify any DEP-permitted industrial uses in the study area.[12] Federal and state-permitted and registered facilities were searched using the New York State Department of Environmental Conservation DECinfo Locator.[13] AKRF reviewed the data to determine which industrial sources are within 400 feet of a projected or potential development site. The facilities were geo-referenced to identify those permits within a radius of 400 feet of the development sites. Any industrial sources beyond 400 feet of a projected or potential development site were excluded from analysis, as well as any DEP permitted facility with a cancelled permit (facilities with an expired permit were assumed to be still in operation).

The air quality analysis excludes industrial sources located at projected development sites since the Proposed Actions assume~~s~~ that all such sites would be redeveloped. However, for potential development sites, the industrial source analysis will be performed two ways, as follows:

- Assuming the site is developed, in which case the industrial source is not assumed to be operating in the Build Condition. In this case, potential air quality impacts from other industrial sources in the study area will be analyzed to evaluate their potential effects on the development site.
- Assuming the site is not developed, in which case the industrial source is assumed to be operating in the Build Condition, and its potential effects on other proposed development sites will be determined.

As shown in **Tables 3 and 4**, a total of 83 DEP permits and 9 NYSDEC registrations were determined to be within 400 feet of at least one projected or potential development site, and not

[12] DEP. *NYC DEP CATS Information.* https://a826-web01.nyc.gov/dep.boilerinformationext. New York City Open Data https://data.cityofnewyork.us/Environment/CATS-Permits/f4rp-2kvy.

[13] DEC. DECinfo Locator. DECinfo Locator (ny.gov).

located on a projected development site. Therefore, these permits and registrations will be included in the industrial source analysis. Development sites will not be considered as receptors for the industrial source analysis if there are no industrial sources analyzed that are located within 400 feet of the site.

Once the industrial permits are received, they will be reviewed to determine if any should be excluded from the analysis based on the type of operation. For example, emergency generators are not considered industrial sources of emissions; therefore, these sources would not be analyzed. In addition, some of the permits are for sources not to be considered a concern in terms of air toxics (e.g., dry cleaners with 4th generation controls). A subsequent field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites that have sources of emissions that would warrant an analysis. If any such sources are identified; further consultation will be made with DCP to determine procedures for estimating emissions from these sources.

Table 3
Industrial Sources - DEP Permits

No.	Permit ID	Expiration Date	Block	Lot	Address	Facility Name
1	PA046683	11/14/2010	409	6	22-07 41st Avenue	Hygrade Polishing
2	PA000573	8/27/2010	409	6	22-07 41st Avenue	Hygrade Polishing
3	PA046783	11/14/2010	409	6	22-07 41st Avenue	Hygrade Polishing
4	PA046883	8/27/2010	409	6	22-07 41st Avenue	Hygrade Polishing
5	PA046983	8/27/2010	409	6	22-07 41st Avenue	Hygrade Polishing
6	PA059598	6/8/1999	409	16	40-21 22nd Street	Cabinet Design
7	PA078885	2/21/2010	409	18	40-17 22nd Street	Donald Magni
8	PB039005	1/5/2021	409	36	40-24 23rd Street	Formula 1 Auto
9	PA031690	10/3/2014	410	19	40-05 21st Street	Giacomelli & Mazza, Inc.
10	PA039174	1/2/2016	410	19	40-05 21st Street	Giacomelli & Mazza, Inc.
11	PA023982	9/22/2024	410	19	40-05 21st Street	18th Century Fine Furniture
12	PB008607	7/25/2022	410	30	40-20 22nd Street	Lukas Lighting, Inc.
13	PB020414	4/24/2023	410	35	40-24 22nd Street	Cabinet Design LLV/Mark Silverstein(1)
14	PA046281	4/24/2023	410	35	40-24 22nd Street	Cabinet Design LLV/Mark Silverstein(1)
15	PB015711	7/15/2015	410	35	40-24 22nd Street	September Construction Corp.
16	PB053405	7/16/2026	410	35	40-24 22nd Street	Fong Construction Corp.
17	PB053505	7/16/2026	410	35	40-24 22nd Street	Fong Construction Corp.
18	PB057701	10/02/2010	410	35	40-24 22nd Street	Rocco Woodworking Co.
19	PW006418	8/28/2021	394	48	23-03 40th Avenue	Neka Auto Repair
20	PA071284	10/11/1986	409	25	22-12 40th Avenue	Aurotone Refining Co.
21	PA071384	10/11/1988	409	25	22-12 40th Avenue	Aurotone Refining Co.
22	PB003100	4/25/2018	472	683	38-68 13th Street	WDK Cleaners
23	PA044998	1/12/2017	472	683	38-68 13th Street	WDK Cleaners
24	PA009695	7/11/2016	472	683	38-68 13th Street	WDK Cleaners
25	PB492903	11/15/2004	477	24	42-30 Vernon Blvd.	New York Power Authority
26	PB068403	4/6/2004	27	46	46-02 Vernon Blvd.	A-1 Motor Made
27	PA040873	12/9/2003	30	26	47-33 5th Street	EJ Fehrenbach Co.
28	PA040773	12/9/2003	30	26	47-33 5th Street	EJ Fehrenbach Co.
29	PA040973	12/9/2003	30	26	47-33 5th Street	EJ Fehrenbach Co.
30	PA025695	None Indicated	49	10	45592 46th Avenue	Lewis Mittman Inc.
31	PB013703	6/3/2012	50	17	10-40 45th Avenue	Rhonda Feinman Custom Frames, Inc.
32	PA012895	5/23/2025	50	21	45-20 11th Street	MC Jewelry Corp.
33	PA012795	5/23/2025	50	21	45-20 11th Street	MC Jewelry Corp.
34	PB471903	3/6/2025	52	44	17838 44th Drive	Giovannis Imports(1)

Table 3
Industrial Sources - DEP Permits

No.	Permit ID	Expiration Date	Block	Lot	Address	Facility Name
35	PA018291	3/6/2025	52	44	17838 44th Drive	Giovannis Imports(1)
36	PB014807	3/26/2018	56	36	45616 46th Road	W & W Jewelry
37	PA085187	12/10/1999	56	46	11-20 46th Road	Color Graphic Press
38	PB032310	4/7/2014	391	30	38-38 22nd Street	Segundo's Auto Repair
39	PB009911	6/22/2023	409	27	22-14 40th Avenue	Walker & Wythe, Inc.
40	PA111086	6/22/2023	409	27	22-14 40th Avenue	Walker & Wythe, Inc.
41	PB009711	6/22/2020	409	27	22-14 40th Avenue	Walker & Wythe, Inc.
42	PB009811	6/22/2023	409	27	22-14 40th Avenue	Walker & Wythe, Inc.
43	PB010011	6/22/2023	409	27	22-14 40th Avenue	Walker & Wythe, Inc.
44	PB414003	9/13/2016	410	9	40-09 21st Street	Carlton House Restoration
45	PB478703	8/28/2016	410	9	40-09 21st Street	Carlton House Restoration
46	PA077394	None Indicated	410	9	40-09 21st Street	Joia Interiors, Inc.
47	PA043197	3/31/2004	410	9	40-09 21st Street	Orlando Finishing Corp.
48	PB008607	7/25/2022	410	30	40-20 22nd Street	Lukas Lighting, Inc.(1)
49	PB009515	10/14/2027	410	46	21-07 41st Avenue	Sadowsky Guitars Ltd
50	PB008211	10/14/2027	410	46	21-07 41st Avenue	Sadowsky Guitars Ltd
51	PA041097	2/25/2004	411	25	41-05 21st Street	Edison Price Lighting
52	PB034708	9/19/2019	439	14	44-01 21st Street	Laumont Photographics(1)
53	PA043697	4/9/2019	440	1	43-10 23rd Street	Finish by Victor Corp
54	PA043597	4/9/2019	440	1	43-10 23rd Street	Finish by Victor Corp
55	PA020395	6/15/2010	440	1	43-10 23rd Street	Art Delux Co. Inc.
56	PB014606	4/2/2024	441	4	21-11 44th Avenue	Thomas C. Wilson
57	PA071873	4/2/2021	441	4	21-11 44th Avenue	Thomas C. Wilson
58	PB014506	4/2/2021	441	4	21-11 44th Avenue	Thomas C Wilson
59	PB032608	10/7/2026	441	9	21-03 44th Avenue	Queens Medallion Leasing Inc.(1)
60	PW013021	8/9/2025	442	18	43-10 21st Street	Argo Envelope(1)
61	PA008798	11/20/1998	442	32	43-44 21st Street	21st Auto Repair Inc.
62	PB009712	5/16/2018	442	36	13-11 44th Avenue	Sufi Auto Repair & Body Shop
63	PA013373	7/1/2000	444	3	45609 43rd Road	Agate Lacquer
64	PB020009	11/28/2027	444	26	43-22 12th Street	Trieste Corp
65	PB033312	11/28/2027	444	26	43-22 12th Street	Trieste Corp
66	PA050985	1/28/2004	445	6	43-63 11th Street	C.G. Braxmar Company Inc.
67	PA050685	9/2/2003	445	6	43-63 11th Street	C.G. Braxmar Company Inc.
68	PA050885	1/28/2004	445	6	43-63 11th Street	C.G. Braxmar Company Inc.
69	PB033012	1/26/2025	447	35	45626 44th Road	Gotham City Collision
70	PA026571	4/26/2010	449	1	45575 44th Avenue	Lamontre Case Co Inc.
71	PA031987	10/29/2017	451	1	45538 44th Road	Manhattan Cabinetry
72	PA032087	10/29/2017	451	1	45538 44th Road	Manhattan Cabinetry
73	PA060390	11/30/2008	453	23	43-49 10th Street	Lite Makers Inc.
74	PA060290	3/6/2009	453	23	43-49 10th Street	Lite Makers Inc.
75	PA039473	11/16/1975	456	5	45546 43rd Road	Pyramid Steel Equipment Corp
76	PB020611	5/15/2021	458	90	42-25 12th Street	J & J Johnson Co. Inc.
77	PA010193	5/25/2014	459	19	42-15 11th Street	J & J Johnson Co. Inc.
78	PA010093	5/25/2014	459	19	42-15 11th Street	J & J Johnson Co. Inc.
79	PA010587	5/25/2014	459	19	42-15 11th Street	J & J Johnson Co. Inc.
80	PB493403	11/21/2006	460	5	10-09 43rd Avenue	Goldsmith
81	PB032301	4/18/2010	461	9	42-31 9th Street	BR Guest, Inc.

Table 3
Industrial Sources - DEP Permits

No.	Permit ID	Expiration Date	Block	Lot	Address	Facility Name
82	PW000324	None Indicated	409	33	40-20 23rd St	JJ Manufacturing
83	PW000424	None Indicated	409	33	40-20 23rd St	JJ Manufacturing

Notes:
Air permit identified from DEP Clean Air Tracking System.
(1) DEP permits also identified in the DEC registrations. Permit information will be reviewed, and the latest and complete set will be used in the analysis if there are duplicate permits.
Source: DEP CATS Open data https://data.cityofnewyork.us/Environment/Clean-Air-Tracking-System-CATS-Permits/f4rp-2kvy/about_data, Accessed May 21, 2024 and March 11, 2025.

Table 4
NYSDEC Registrations

No.	Registration ID	Address	Facility Name
1	2-6304-00016	11-05 44th Drive	Cosmos Communications - LIC
2	2-6304-00321	43-10 21st Street	Argo Envelope Corporation(1)
3	2-6304-00344	40-24 22nd Street	Designs For Cabinets LLC(1)
4	2-6304-01078	11-48 44th Drive	Giovanni's Import & Sport Car Repair Inc.(1)
5	2-6304-01497	12-04 44th Avenue	Queens Star Auto Body & Fender
6	2-6304-01572	40-20 22nd Street	Lukas Lighting Inc.(1)
7	2-6304-01627	21-03 44th Avenue	Queens Medallion Leasing Inc.(1)
8	2-6304-01631	44-01 21st Street	Laumont Photographics(1)
9	2-6304-01677	21-07 41st Avenue	Sadowsky Guitars Ltd.(1)

Notes:
(1) Registrations also identified in the DEP permits. Permit information will be reviewed, and the latest and complete set will be used in the analysis if there are duplicate permits.
Sources: New York State Department of Environmental Conservation DECinfo Locator DECinfo Locator (ny.gov), Accessed May 21, 2024.

Table 5 summarizes the projected development sites proposed for the LIC Neighborhood Plan EIS, presenting whether industrial sources were identified within 400 feet of the site. **Table 6** summarizes the potential development sites proposed for the LIC Neighborhood Plan EIS. As seen in the tables, 49 of the projected development sites and all 15 of the potential development sites are located within 400 feet from an identified industrial source. Therefore, these sites will be considered as receptors for the industrial source air quality analysis.

Analysis of Projected and Potential Development Sites

A refined analysis of the identified industrial sources will be performed using the AERMOD model. For this analysis, five years of meteorological data (2015-2019) from the LaGuardia Airport NWS and concurrent upper air data will be utilized for the simulation program. The analysis will be performed using the same model options described above for the refined heating and hot water system analyses. Concentrations of pollutants will be determined at projected and potential development sites that are located within 400 feet of one or more industrial sources.

Table 5
Projected Development Sites

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
1	27	2, 3, 4, 5, 25, 15, 17, 23, 37	Yes
2	28	9, 10, 11	Yes
3	28	12, 15, 17, 18, 121	Yes
4	48	5, 8, 37, 40, 43	Yes
5	48	12	Yes
7	49	1, 5, 44	Yes
9	49	35, 37	Yes
10	50	1	Yes
12	51	1	Yes
13	51	6, 11, 28, 33, 36, 38, 42	Yes
14	51	13	Yes
15	51	15, 16	Yes
16	78	54	Yes
17	411	12, 31	Yes
18	411	18	Yes
19	412	1, 25	Yes
20	424	1	No
21	428	1	Yes
22	429	16	No
25	447	40	Yes
26	448	1	Yes
27	448	6	Yes
28	448	24	Yes
29	392	1, 5, 43	Yes
30	392	38, 39, 40, 41	Yes
31	393	1, 27	Yes
32	393	34	Yes
38	444	12, 14	Yes
39	445	1, 12	Yes
40	453	1	Yes
42	457	143, 144, 149	Yes
43	457	169	Yes
45	458	87, 129	Yes
46	458	94, 98, 101	Yes
49	459	23, 64	Yes
50	459	65	Yes
51	460	10, 16, 30, 40	Yes
52	461	12, 13, 47	Yes
54	429	3	Yes
57	439	8	Yes
59	454	21, 22, 25, 26, 39	Yes
61	486	1, 5, 13	Yes
62	486	24	Yes
63	25	15	No
64	26	17, 21	Yes
65	25	1	Yes
	26	10	
66	24	1	Yes
67	488	11, 15	Yes
	489	1, 23	
68	24	7	Yes
69	488	3, 1	Yes
70	480	1, 45, 46, 47, 48	Yes
71	26	4	Yes

Table 6
Potential Development Sites

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
A	48	30, 31, 35	Yes
B	49	15	Yes
C	50	17	Yes
D	438	7502	Yes
E	447	13	Yes
F	409	21	Yes
G	427	11	Yes
H	442	5	Yes
I	442	18	Yes
J	453	29	Yes
K	457	175	Yes
L	438	45	Yes
M	439	2	Yes
N	446	9, 10	Yes
O	454	1, 17	Yes

Receptors

Receptors will be placed at elevated locations on all facades and at multiple elevations on each applicable projected and potential development site. Generally, receptors will be spaced at a three-meter interval vertically to represent individual floors of a building, while horizontally, receptor spacing will be a minimum of three meters and a maximum of 10 meters.

Emission Estimates and Stack Parameters

Emission rates and stack parameters will be obtained from the DEP permits and NYSDEC registrations. Auto-related services are prevalent in the manufacturing zoned districts within and around the Project Area. These services include auto-body repair shops. Typically, DEP permits for auto-body repair shops that perform spray coating only include emissions information for solids and volatile organic compounds rather than specific air toxic compounds. NYSDEC registration applications typically list the air toxic compounds, but not the estimated emission quantities. Therefore, to supplement the information on air toxic compounds and/or their emission rates for auto-body spray coating operations, a representative set of emissions will be utilized.[14] The representative data provides maximum percentage by weight and usage for individual air toxics that are commonly found in coatings used in paint spraying operations. **Table 7** summarizes weight percentages of VOCs for representative automotive coatings. The highest weight percentage associated with each VOC will be used, to be conservative.

Similar to VOCs, percentages by weight of solids (PM_{10} and $PM_{2.5}$) found in representative auto spray primers and paints will be utilized. Based on particle size information provided in EPA AP-42, PM_{10} accounts for the largest percentage of the solids' emissions (up to 46.7 percent), while $PM_{2.5}$ accounts for 28.6 percent of the paints and primers. [15] The proportion of a solid in a paint by weight is representative of its proportion in the emissions.

[14] DEP autobody shop Permit PW000319.

[15] EPA. *Compilations of Air Pollutant Emission Factors AP-42*. Fifth Edition, Volume I: Stationary Point and Area Sources, Appendix B-1, Table 4.2.2.8: Particle Size Distribution Data and Sized Emission Factors for Selected Sources. http://www.epa.gov/ttn/chief/ap42. October 1986.

Table 7
Typical Composition of VOC Emissions from Auto Spray Paint Booths

Chemical Name	CAS #	Paint % by Weight				
		Acrylic Lacquer Thinner	Reactive Reducer	Hi-Performance Clear	Blue Shade Violet	Velocity Premium Clearcoat
Toluene	108-88-3	12%	20%	50%	5%	--
Xylenes	1330-20-7	7.4%	--	--	--	31%
Ethylbenzene	100-41-4	1.3%	--	--	1%	5.6%
Acetone	67-64-1	45%	50%	--	--	10%
2-Methoxy-1-methylethyl Acetate	108-65-6	10%	5%	--	--	10%
Methylcyclohexane	108-87-2	5%	10%	--	--	--
Heptane	142-82-5	20%	10%	--	--	--
Isobutyl acetate	110-19-0	10%	--	--	--	--
Isopropyl alcohol	67-63-0	5%	--	--	--	--
n-Butyl cetate	123-86-4	--	5%	--	50%	--
Butanone	78-93-3	--	50%	20%	--	--
Ethyl 3-ethoxyproprionate	763-69-9	--	5%	10%	--	--
Solvent naphtha	64742-89-9	--	10%	--	--	--
Benyzl butyl phthalate	85-68-7	--	--	10%	--	--
2-(2H-benzotriazzol-2-yl)-4,6-bitertpentylphenol	25973-55-1	--	--	5%	--	--
bis(2-Ethylhexyl) phthalate	117-81-7	--	--	1%	--	--
Ligroine	8032-32-4	--	--	--	5%	--
Xylene	1330-20-7	--	--	--	--	33%
4-Methylpentan-2-one	108-10-1	--	--	--	--	7.8%
Heptan-2-one	110-43-0	--	--	--	--	2.7%

Sources: DEP Permit PW000319 and associated MSDS sheets.

Solvent usage will be obtained from the permit data. Solvent usage will be multiplied by the weight percentage for each air toxic to estimate the maximum emission rate for each air toxic. If solvent usage is not available, a solvent usage based on the typical usage found at the permitted facilities will be used. This representative solvent usage as well as the weight percentages of the air toxics will also be used to estimate emissions at facilities that do not possess either a DEP permit or NYSDEC registration and are determined to perform auto-body related spray coating.

For industrial sources where stack parameters are not available, conservative assumptions for stack exhaust diameter, exhaust velocity and temperature will be used, based on guidance in the *CEQR Technical Manual*.

Determining the Significance of Air Quality Impacts

A cumulative impact analysis will be performed for 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.[16] For any criteria pollutants, maximum modeled concentrations will be compared with NAAQS. 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 the EPA's Hazard Index Approach for non-carcinogenic compounds and using the 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

[16] NYSDEC. DAR-1: Guidelines for the Evaluation and Control of Ambient Air Contaminants Under Part 212. February 2021.

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.

Projected and Potential Development Sites

The Proposed Actions would create new manufacturing and mixed-use districts. To ensure that there are no significant adverse air quality impacts associated with new manufacturing or processing uses under the Proposed Actions, an air quality (E) Designation would be included for the affected projected or potential development sites. These restrictions would provide guidance that would need to be followed for siting of new sources of air toxics emissions that require an air permit, prior to their installation. The specific language will be provided in the DEIS.

LARGE OR MAJOR SOURCES

To assess the potential effects of large and major emissions sources on air quality with the Proposed Actions, a review of the NYSDEC Title V permit and state facility permit websites was performed to identify any federal or state-permitted facilities. One existing major source of emissions (i.e., a facility having a Title V Air Permit) within 1,000 feet of the development sites was identified: the New York Power Authority (NYPA) Vernon Boulevard Plant located at 42-30 Vernon Boulevard. An analysis of this source will be performed to assess the potential effects on projected and potential development sites located within 1,000 feet of the source.

Analysis of Projected and Potential Development Sites

A refined analysis of the identified large sources will be performed using the AERMOD model. For this analysis, five years of meteorological data (2015-2019) from the LaGuardia Airport NWS and concurrent upper air data, will be utilized for the simulation program. The analysis will be performed using the same options described above for the refined heating and hot water system analyses.

Receptors

Receptors will be placed at elevated locations on all facades and at multiple elevations on each applicable projected and potential development site. Generally, receptors will be spaced at a three-meter interval vertically to represent individual floors of a building, while horizontally, receptor spacing will be a minimum of three meters and a maximum of 10 meters.

Emission Estimates and Stack Parameters

Emission rates and stack parameters will be obtained from NYSDEC permit information, including the state facility permit, permit application and subsequent modifications, annual reports, emissions test data, etc.

For sources that do not have emission data referenced in the permit materials, emissions rates will be determined based on fuel usage information (if available) or equipment capacity, along with appropriate emission factors from EPA AP-42. $PM_{2.5}$ emissions will include both the filterable and condensable components. For sources where stack parameters are not available, conservation assumptions for stack exhaust diameter, exhaust velocity and temperature will be used, based on guidance in the *CEQR Technical Manual*.

Determining the Significance of Air Quality Impacts

A cumulative impact analysis will be performed for sources that emit the same air contaminant. Maximum modeled concentrations will be compared with NAAQS. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

APPENDIX 4

NOISE

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Memorandum

To:	New York City Department of City Planning
From:	AKRF, Inc.
Date:	March 31, 2025
Re:	Long Island City Rezoning EIS – Operational Noise Analysis Methodology
cc:	Project Team

The purpose of this memorandum is to describe the operational noise analysis approach for the Long Island City Rezoning Environmental Impact Statement (EIS). A total of 67 development sites (52 projected and 15 potential) have been identified in the proposed rezoning area (the "Project Area'). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 52 projected development sites under the With Action condition would consist of residential, retail, commercial, manufacturing, office, and industrial uses, as well as parking.

This memorandum presents a summary of the methodology to be used for the operational noise analysis for the Proposed Actions. The analysis will examine: 1) whether there are any locations where there is the potential for the Proposed Actions to result in significant adverse noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]), and 2) what level of building attenuation is necessary to provide acceptable interior noise levels at each development site under guidelines contained in the 2021 *CEQR Technical Manual*.

SELECTION OF NOISE RECEPTOR LOCATIONS

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. Field observations were used to determine the dominant noise sources at the projected and potential development sites. According to AKRF's field observations, vehicular traffic is the dominant noise source throughout the study area, except along elevated rail lines. While some development sites are along the waterfront, ferry noise was not observed to contribute to total noise levels. Neither was manufacturing/industrial activity observed to contribute to total noise levels. It is expected that measurements from one monitoring location could apply to multiple development sites along the same road or rail corridor as well as to sites along similar road or rail corridors.

The proposed noise receptor locations were selected based on the following three criteria: 1) locations of the projected and potential development sites under the RWCDS; 2) providing comprehensive geographic

coverage across the study area in order to get a characterization of the ambient noise environment; and 3) existing land use patterns (e.g., along major commercial road corridors, along bus routes, and near rail lines).

A total of 22 receptor sites were selected for the noise analysis in the Project Area. These receptors, due to their proximity to the development sites, provide an effective and conservative representation of existing ambient noise levels at the projected and potential development sites.

NOISE MONITORING

AKRF plans to conduct a noise survey with noise measurements at 22 selected locations in the rezoning area. Traffic counts will be included during spot measurements for roadway immediately adjacent to each measurement site. **Figure 1** shows the locations of the 22 noise receptor sites, and **Table 1** lists the noise receptor sites, the duration of measurements, and receptor locations.

Table 1
Proposed Noise Measurement Locations

Site	Measurement Duration	Location
1	Weekday AM, MD, PM, and Saturday MD 20-minute Spot Measurements, as well as School PM 20-minute Spot Measurements as necessary	Along 21st Street, between 40th Avenue and 39th Avenue
2		Intersection of 22nd Street and 40th Avenue
3		Along 23rd Street, between 40th Avenue and 39th Avenue
4		Along Queens Plaza South, between 10th Street and 11th Street
5		Along 12th Street, between Queens Plaza South and 43rd Avenue
6		Intersection of 43rd Avenue and 21st Street
7		Intersection of 43rd Road and 11th Street
8		Intersection of Vernon Boulevard and 44th Avenue
9		West of the intersection of Vernon Boulevard and 44th Drive
10		Along 44th Drive, between 10th Street and 11th Street
11		Intersection of 44th Drive and 21st Street
12		Along Vernon Boulevard, between 45th Avenue and 45th Road
13[1]		Intersection of 46th Avenue and 5th Street
14		Along 46th Avenue, between Vernon Boulevard and 11th Street
15		Along 46th Road, between 5th Street and Vernon Boulevard
16		Along 44th Road, between 21st Street and 23rd Street
17	Weekday AM, MD, and PM 60-minute Spot Measurements	Along Queens Plaza South, between 13th Street and 21st Street, elevated on pole approximately 12 feet above grade
18	Weekday AM, MD, PM, and Late Night 60-minute Spot Measurements	Along Queens Plaza North, between 22nd Street and 23rd Street, elevated on pole approximately 12 feet above grade
19		Intersection of Queens Plaza South and 24th Street, elevated on pole approximately 12 feet above grade
20[2]		North of the intersection of 23rd Street and 43rd Avenue, elevated on pole approximately 12 feet above grade
A	Weekday 24-hour continuous measurement	Along 21st Street, between 41st Avenue and Queens Plaza North

Notes: [1]School PM period to be included due to proximity to school.

[2]As appropriate, measurements from 23-10 Queens Plaza South (22DCP136Q) will be used to supplement data to evaluate train noise along 23rd Street. AM time period measurements at this site will occur between 5:00 AM and 6:30 AM to account for peak traffic on adjacent elevated roadway.

At receptor sites along elevated rail lines that have night time use, measurements sufficient to establish L_{dn} are necessary. At one such location (i.e., Site A), 24-hour continuous noise measurements will be conducted during a weekday. However, sufficient security and site access is not available to conduct 24-hour continuous noise measurements at several other locations along rail corridors in the study area. At Site 16, 60-minute measurements will be conducted during the typical weekday AM (7:15 AM—9:15 AM), midday (12:00 PM—2:00 PM), and PM (4:00 PM—6:00 PM) peak periods. At Sites 17 through 21, 60-minute measurements will be conducted during the typical weekday AM (7:15 AM—9:15 AM), midday (12:00 PM—2:00 PM), PM (4:00 PM—6:00 PM) peak periods as well as the late-night period (i.e. 10:00 PM – 7:00 AM) and the L_{dn} will be established using equation E-1 from Appendix E of the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual (September, 2018). At Site 20,

AM time period measurements will occur between 5:00 AM and 6:30 AM to account for peak traffic on adjacent elevated roadway. At all other receptor sites, where vehicular traffic is the dominant source of noise, 20-minute spot noise measurements will be conducted during the typical weekday AM (7:15 AM—9:15 AM), midday (12:00 PM—2:00 PM), PM (4:00 PM—6:00 PM), and weekend midday (12:00 PM—2:00 PM) peak periods. At measurement site 13, which is adjacent to a school, noise level measurements will also be conducted during an additional School PM period (2:00PM—4:00PM).

All noise measurement locations will be approximately 5 feet above grade, with the exception of receptor sites along elevated rail lines. All measurements will be performed according to noise measurement guidance contained in the *CEQR Technical Manual*. Weekday noise level measurements will only be collected between Tuesday and Thursday. Where feasible, traffic volumes on the adjacent roadway will be counted during the noise level measurements. The resultant vehicular traffic counts will be converted to Noise PCEs and compared to existing condition traffic levels from the Transportation analysis to identify potential atypical conditions during data collection. At locations where vehicular traffic is the dominant source of noise, if Noise PCEs calculated using traffic data counted during noise measurements differ significantly from the Noise PCEs estimated using existing-condition traffic data from the Transportation study at the same location, and traffic on the immediately adjacent roadway segment is the dominant source of noise, the difference between existing Noise PCEs will be examined further, and the measured noise levels may be invalidated requiring the measurement to be repeated until there are no longer significant differences between the existing Noise PCEs or the measured noise levels to be adjusted.

Measurements will be performed using Class 1 Sound Level Meter (SLM) instruments according to ANSI Standard S1.4-2014. The SLMs will have laboratory calibration dates within one year of the date of the measurements. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

It is also proposed that the air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take the aircraft noise into account in order to determine acceptable interior noise levels.

NOISE PREDICTION METHODOLOGY

Future noise levels with the Proposed Actions (With Action Condition) and without the Proposed Actions (No Action Condition) will be estimated using a proportional modeling technique. The proportional modeling technique is an analysis methodology recommended in the *CEQR Technical Manual*. The selected time periods are when the Proposed Actions would be expected to result in the maximum traffic generation, and therefore result in the maximum potential for noise level increases.

PROPORTIONAL MODELING

Using the proportional modeling technique, the prediction of future noise levels where traffic is the dominant noise source is based on a calculation using existing noise levels and predicted changes in traffic volumes to determine No Action Condition and With Action Condition noise levels. Vehicular traffic volumes are converted into Noise Passenger Car Equivalent (Noise PCE) values, for which one medium-duty truck (having a gross weight between 9,900 and 26,400 pounds) is assumed to generate the noise equivalent of 13 cars, and one heavy-duty truck (having a gross weight of more than 26,400 pounds) is assumed to generate the noise equivalent of 47 cars, and one bus (vehicles designed to carry more than nine passengers) is assumed to generate the noise equivalent of 18 cars.

Future noise levels are calculated using the following equation:

$F\ NL - E\ NL = 10 * \log_{10} (F\ PCE / E\ PCE)$

where:

F NL = Future Noise Level

E NL = Existing Noise Level

F PCE = Future Noise PCEs

E PCE = Existing Noise PCEs

Sound levels are measured in decibels and therefore increase logarithmically with sound source strength. In this case, the sound source is traffic volumes measured in Noise PCEs. For example, assume that traffic is the dominant noise source at a particular location. If the existing traffic volume on a street is 100 PCE and if the future traffic volume were increased by 50 PCE to a total of 150 PCE, the noise level would increase by 1.8 dBA. Similarly, if the future traffic were increased by 100 PCE, or doubled to a total of 200 PCE, the noise level would increase by 3.0 dBA.

PLAYGROUND NOISE

Estimated play area noise levels projected at development sites with line of sight to existing play areas will be used to determine a total level of noise exposure. **Table 1** shows measured maximum hourly playground boundary noise levels. These values are based upon measurements made at a series of New York City school playgrounds for the New York City School Construction Authority (SCA).[1]

Table 1
Playground Boundary Noise Leq(1) Noise Levels (dBA)

Early Childhood	Elementary Schools	Intermediate Schools	High Schools
71.5	71.4	71.0	68.2
Source: 2020 New York City Environmental Quality Review (CEQR) Technical Manual.			

Geometric spreading and the consequent dissipation of sound energy with increasing distance from the playground decreases noise levels at varying distances from the playground boundary. Based upon measurements and acoustical principles, hourly noise levels are assumed to decrease by the following values at the specified distances from the playground boundary: 4.8 dBA at 20 feet, 6.8 dBA at 30 feet, and 9.1 dBA at 40 feet. For all distances between 40 and 300 feet, a 4.5-dBA drop-off per doubling of distances from the playground boundary is assumed.

Noise associated with the play areas will be estimated using the Early Childhood playground boundary noise level (to conservatively represent children of any age using the play area) and the noise level reductions with distances as described above. The L_{10} resulting from playground activity is assumed to be 3 dBA greater than the L_{eq}.

FAÇADE NOISE ATTENUATION REQUIREMENTS

The *CEQR Technical Manual*, in Table 19-3, has set noise attenuation quantities for buildings based on exterior $L_{10(1)}$, L_{dn}, and DNL noise levels to maintain acceptable interior noise levels. The exterior noise levels used to set noise attenuation requirements will be the maximum predicted With-Action levels at each noise receptor site. Since all of the projected and potential development sites are outside the DNL 65 contour lines of any airports, aircraft noise levels will not be used to establish window/wall attenuation requirements. At development sites where rail traffic is the dominant source of noise and there would be night-time noise sensitive development (e.g., residential), the acceptable interior noise level thresholds for the EIS noise analysis will be an L_{dn} level of 40 dBA or lower for residential or community facility areas, and 45 dBA for commercial office uses. At development sites where vehicular traffic is the dominant source of noise or where there would be only daytime noise-sensitive use, the acceptable interior noise

[1] SCA Playground Noise Study, AKRF, Inc., October 23, 1992.

level thresholds for the EIS noise analysis will be an L_{10} of 45 dBA or lower for residential or community facility areas, and 50 dBA for commercial office uses. At development sites where rail traffic is the dominant source of noise and where there would be night-time noise sensitive development (e.g., residential), the acceptable interior noise level thresholds for the EIS noise analysis will be an L_{dn} level of 40 dBA or lower for residential or community facility areas with sleeping accommodations. At Development sites further from the rail source than the locations at which rail noise was measured (i.e., locations A, 17, 18, 19, and 20), a distance calculation will be used to adjust the measured rail-dominated L_{dn} to reflect the noise exposure at the development site. The distance calculation will follow the guidance of the FTA guidance manual, equation 4-46 or 4-47.

Additionally, development sites 20, 21, 22, and 54 are located within the Queens Plaza subdistrict of the Long Island City Special Mixed-Use District, which is subject to the Zoning Resolution (ZR) Section 123-32 – Environmental Conditions. These conditions require that all new dwelling units (DUs) in Special Mixed-Use Districts be provided with a minimum of 35 dBA window-wall attenuation to maintain an interior noise level of 45 dBA or less. The 35 dBA window-wall attenuation is for a closed-window condition; consequently, a means of alternate ventilation that does not degrade the acoustical performance of the building façade is required for all residential developments. However, it is possible to review and alter the minimum attenuation requirements via a process overseen by the New York City Mayor's Office of Environmental Remediation (OER), which could be undertaken at a later time. While residential development on these sites would be subject to the ZR 123-32 window-wall attenuation requirements, any other noise-sensitive development (e.g., community facility, commercial office) would be included in the building attenuation analysis described herein.

Table 2 lists the noise measurement sites upon which existing noise levels at each development site would be based. For locations where multiple measurement sites are listed, the higher level of noise exposure from the multiple sites will be selected to represent the development site. Development sites at which no noise-sensitive uses (i.e., residential, community facility, or commercial office) would be developed are not included.

Table 2
Noise Measurement Locations Associated with Projected/Potential Development Sites

Development Sites	Associated Noise Measurement Site(s)
Projected Development Sites	
1	12, 13, 15
2	15
3	15
4	14
5	14
7	12, 14
9	14
10	12, 14
12	12
13	12
14	14
15	14
16	11
17	A, 18
18	A
19	18
20	19
21	20
22	19
25	11
26	7, 10
27	10

Table 2

Noise Measurement Locations Associated with Projected/Potential Development Sites

Development Sites	Associated Noise Measurement Site(s)
28	10, 12
29	1, 2
30	2
31	2, 3
32	3
38	7
39	7
42	6
43	17
45	5
49	4
50	5
51	4
52	5
54	19
57	16
59	7
62	8
63	9
64	13
65	12
66	8, 9
67	8, 9
68	9
69	8
70	12, 14
71	12
Potential Development Sites	
A[1]	14
B	14
C	14
D	11
E	11
F	2
G	20
H	6
I	6
J	7
K	17
L	16
M	16
N	11
O	7

Notes: [1] Site A would include residential and manufacturing use in the same building; consequently interior wall/partition separating manufacturing use from nose-sensitive use would be required to provide sufficient attenuation to ensure that the interior L_{10} noise level would be 45 dBA or less for residential uses.

APPENDIX 5

CONSTRUCTION

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Memorandum

To:	New York City Department of City Planning
From:	AKRF, Inc.
Date:	March 31, 2025
Re:	Long Island City Neighborhood Plan EIS - Construction Air Quality Analysis Methodology
cc:	Project Team

This memorandum presents a summary of the methodology and assumptions to be used for the construction air quality analysis for the Long Island City Neighborhood Plan Environmental Impact Statement (EIS).

A total of 67 development sites (52 projected and 15 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 52 projected development sites under the With Action condition would consist of residential, commercial, community facility and industrial uses, as well as parking.

CONSTRUCTION AIR QUALITY ANALYSIS METHODOLOGY

Emissions from on-site construction equipment and on-road construction vehicles, as well as dust-generating construction activities, all have the potential to affect air quality. The analysis of potential construction air quality impacts will include an analysis of both on-site and on-road sources of air emissions, and the combined impact of both sources, where applicable.

In general, much of the heavy equipment used in construction is powered by diesel engines that have the potential to produce relatively high levels of nitrogen oxides (NO_x) and particulate matter (PM) emissions. Fugitive dust generated by construction activities is also a source of PM. Gasoline engines produce relatively high levels of carbon monoxide (CO). Since the United States Environmental Protection Agency (EPA) mandates the use of ultra-low sulfur diesel (ULSD) fuel for all highway and non-road diesel engines, sulfur oxides (SO_x) emitted from the Proposed Project's construction activities would be negligible. Therefore, the pollutants to be analyzed for the construction period are nitrogen dioxide (NO_2)—which is a component of NO_x that is a regulated pollutant, particles with an aerodynamic diameter of less than or equal to 10 micrometers (PM_{10}), particles with an aerodynamic diameter of less than or equal to 2.5 micrometers ($PM_{2.5}$), and carbon monoxide (CO). **Table 1** shows the pollutants to be analyzed in the construction air quality analysis and the corresponding averaging periods.

Table 1
Pollutants for Analysis and Averaging Periods

Pollutant	Averaging Period
$PM_{2.5}$	24-hour
	Annual Local
	Annual Neighborhood
PM_{10}	24-hour
NO_2	Annual
CO	1-hour
	8-hour

Concentrations will be predicted using dispersion models to determine the potential for air quality impacts during on-site construction activities and due to construction-generated traffic on local roadways. Concentrations for each pollutant of concern due to construction activities at each sensitive receptor will be predicted during the most representative worst-case time period.

The potential for significant adverse impacts will be determined by comparing modeled PM_{10}, NO_2 and CO concentrations to National Ambient Air Quality Standards (NAAQS), and modeled $PM_{2.5}$ increments to applicable *CEQR de minimis criteria*. If the analysis concludes that there is a potential for significant adverse impacts, specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts will be identified.

The detailed approach for assessing the effect of construction activities resulting from the Proposed Actions on air quality is discussed further below.

DATA SOURCES

The New York City Department of City Planning (DCP) will develop a preliminary conceptual construction phasing schedule for all projected development sites for the With Action condition. Subsequently, projections of the construction workforce, truck, and equipment projections will be developed based on similarly sized sites from a recent rezoning project (i.e., SoHo/NoHo Neighborhood Plan Final Environmental Impact Statement).

ON-SITE CONSTRUCTION ACTIVITY ASSESSMENT

Projected development sites whose construction duration is expected to be short-term (i.e., less than 24 months) are assumed not to have the potential to result in significant adverse construction air quality impact. For the projected development sites whose construction duration is expected to be 24 months or longer, four (4) projected development sites will be selected through a systematic approach that groups projected developments together based on the developments' overall gross floor area. The development sites to be analyzed for worst-case annual and short-term averaging periods will be among the largest developments in each of the four groups and within close proximity to sensitive receptors.--. The results of detailed modeling at these four selected sites will be used to represent the potential air quality effects during the construction period for all other projected development sites through the Project Area.

To determine which construction periods constitute the worst-case periods for the pollutants of concern (PM, CO, NO_2) for each of the four representative sites, construction-related emissions will be calculated for each calendar year throughout the duration of construction on a rolling annual and peak day basis for $PM_{2.5}$. $PM_{2.5}$ is selected for determining the worst-case periods for all pollutants analyzed, because the ratio of predicted $PM_{2.5}$ incremental concentrations to impact criteria is anticipated to be higher than for other pollutants. Therefore, initial estimates of $PM_{2.5}$ emissions throughout the construction years will be used for determining the worst-case periods for analysis of all pollutants. Generally, emission patterns of PM_{10} and NO_2 would follow $PM_{2.5}$ emissions, since they are related to diesel engines by horsepower. CO emissions may have a somewhat different pattern but would also be anticipated to be highest during periods when the

most activity would occur. Based on the emission profiles, one representative worst-case annual and short-term (i.e., 24-hour, 8-hour, and 1-hour) will be selected for analysis for each of the four representative sites.

Engine Emissions

The sizes, types, and number of units of construction equipment will be estimated based on the construction activity schedule developed. Emission rates for NO_X, CO, PM_{10}, and $PM_{2.5}$ from truck engines will be developed using the EPA Motor Vehicle Emission Simulator (MOVES5[1]) emission model. Emission factors for NO_x, CO, PM_{10}, and $PM_{2.5}$ from on-site construction engines will be developed using the NONROAD emission module included in the MOVES emission model. The emission factor calculations will take into account any emissions reduction measures (i.e., the application of diesel particulate filters, etc.) that is required on site.

On-Site Fugitive Dust

In addition to engine emissions, fugitive dust emissions from operations (e.g., excavation and transferring of excavated materials into dump trucks) will be calculated based on EPA procedures delineated in AP-42 Table 13.2.3-1. Since construction is required to follow the New York City Air Pollution Control Code regarding construction-related dust emissions, a 50 percent reduction in particulate emissions from fugitive dust will be conservatively assumed in the calculation (dust control methods such as wet suppression would often provide at least a 50 percent reduction in particulate emissions).

Analysis Periods

As discussed above, the construction periods with activities closest to sensitive receptors and with the most intense activities and highest emissions will be selected as the worst-case periods for analysis. The dispersion analysis will include modeling the worst-case annual and short-term (i.e., 24-hour, 8-hour, and 1-hour) averaging periods identified in **Table 1**. The worst-case short-term and annual periods will be selected once the estimated construction activities have been developed. These periods will be selected based on the maximum construction intensity predicted and their proximity to nearby sensitive receptors (i.e., residential buildings).

Dispersion Modeling

Potential impacts from the worst-case construction sources will be evaluated using a refined dispersion model, the EPA/AMS AERMOD dispersion model. AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain and includes updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and handling of terrain interactions.

Source Simulation

For short-term model scenarios (predicting concentration averages for periods of 24 hours or less), all stationary sources, such as compressors, cranes, or concrete trucks, which idle in a single location while unloading, will be simulated as point sources. Other engines, which would move around the site on any given day, will be simulated as area sources. For periods of 8 hours or less (less than the length of a shift), it will be assumed that all engines would be active simultaneously. All sources, with the exception of tower cranes, would move around the site throughout the year and will therefore be simulated as area sources in the annual analyses.

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[1] EPA, Motor Vehicle Emission Simulator (MOVES), User Guide for MOVES2014a, November 2015. Overview of EPA's Motor Vehicle Emission Simulator (MOVES5). EPA-420-B-24-043----. November 2024. There is no stand-alone user's guide for MOVES4 as information is incorporated into the interface.

Meteorological Data

The meteorological data set will consist of five consecutive years of latest available meteorological data: surface data collected at the nearest representative National Weather Service Station (LGA Airport) from 2015 to 2019 and concurrent upper air data collected at Brookhaven, New York. The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. This data will be processed using the EPA AERMET program to develop data in a format which can be readily processed by the AERMOD model.

Background Concentrations

To estimate the maximum expected total pollutant concentrations, the calculated impacts from the emission sources must be added to a background value that accounts for existing pollutant concentrations from other sources. The background levels are based on concentrations monitored at the nearest New York State Department of Environmental Conservation (NYSDEC) ambient air monitoring stations, as shown in **Table 2**. Data from 2017 to 2019 is proposed for use due to uncertainties in the representativeness of background concentrations in 2020 and 2021 due to the effects of COVID-19.

Table 2
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration	NAAQS
$PM_{2.5}$	24-hour	JHS 126	17.8 µg/m^3	35 µg/m^3
	Annual	JHS 126	7.6 µg/m^3	9 µg/m^3
PM_{10}	24-hour	IS 52	36.0 µg/m^3	150 µg/m^3
NO_2	Annual	IS 52	32.8 µg/m^3	100 µg/m^3
CO	1-hour	CCNY	2.5 ppm	35 ppm
	8-hour	CCNY	1.2 ppm	9 ppm

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017–2019.

Receptor Locations

Receptors will be placed at locations that would be publicly accessible, at residences, schools, and other sensitive uses at both ground-level and elevated locations (e.g., residential windows), at adjacent sidewalk locations, at publicly accessible open spaces, and buildings at nearby projected development sites which are assumed to be operational during construction. In addition, a ground-level receptor grid will be placed to enable extrapolation of concentrations throughout the study area at locations more distant from construction activities.

On-Road Sources

The construction worker commuting trips and construction truck deliveries would generally occur during off-peak hours. Furthermore, the construction trip increments would not be concentrated at any single location. Therefore, a standalone mobile-source analysis will not be required. Nevertheless, since emissions from on-site construction equipment and on-road construction-related vehicles may contribute to concentration increments concurrently, on-road emissions adjacent to the construction site will be included with the on-site dispersion analysis (in addition to on-site truck and non-road engine activity) to address all local project-related emissions cumulatively.

On-Road Vehicle Emissions

Vehicular engine emission factors will be computed using the EPA mobile source emissions model, MOVES4. This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway type and grade, number of starts per day,

engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from NYSDEC.

On-Road Dust Emissions

$PM_{2.5}$ emission rates will be determined with road dust to account for their impacts. However, fugitive road dust will not be included in the annual average $PM_{2.5}$ microscale analyses, as per current *CEQR Technical Manual* guidance used for mobile source analysis. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[2]. An average weight of 20 tons and 2.5 tons will be assumed for construction trucks and worker vehicles in the analyses, respectively.

Impact Criteria

The 2021 *CEQR Technical Manual* states that the significance of a predicted consequence of a project (i.e., whether it is material, substantial, large or important) should be assessed in connection with its setting (e.g., urban or rural), its probability of occurrence, its duration, its irreversibility, its geographic scope, its magnitude, and the number of people affected.[3] In terms of the magnitude of air quality impacts, any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the NAAQS would be deemed to have a potential significant adverse impact. In addition, to maintain concentrations lower than the NAAQS in attainment areas, or to ensure that concentrations will not be significantly increased in non-attainment areas, *CEQR de minimis* threshold levels have been defined for certain pollutants; any action predicted to increase the concentrations of these pollutants above these thresholds would be deemed to have a potential significant adverse impact, even in cases where violations of the NAAQS are not predicted.

Potential Mitigation Measures

The analysis will assume all emissions reduction measures as required by law. These measures include dust control measures, idling restrictions, and the use of ultra-low sulfur diesel fuel. If the analysis concludes that there is a potential for significant adverse impacts, specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts will be identified. These measures may include diesel equipment reduction, best available tailpipe reduction technologies, utilization of equipment that meets specified emission standards, and location of equipment away from sensitive uses.

[2] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

[3] New York City. *CEQR Technical Manual*. Chapter 1, section 222. December 2021; and New York State Environmental Quality Review Regulations, 6 NYCRR § 617.7

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Memorandum

To:	New York City Department of City Planning
From:	AKRF, Inc.
Date:	October 25, 2024
Re:	Long Island City Rezoning EIS – Construction Noise Analysis Methodology
cc:	Project Team

The purpose of this memorandum is to describe the construction noise analysis approach for the Long Island City Rezoning Environmental Impact Statement (EIS). A total of 67 development sites (52 projected and 15 potential) have been identified in the proposed rezoning area (the "Project Area'). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 52 projected development sites under the With Action condition would consist of residential, retail, commercial, manufacturing, office, and industrial uses, as well as parking.

This memorandum presents a summary of the methodology and assumptions to be used for the construction noise analysis of the Proposed Actions.

CONSTRUCTION NOISE IMPACT CRITERIA

Chapter 22 of the *CEQR Technical Manual* breaks construction duration into "short-term" and "long-term" and states that construction noise is not likely to require analysis unless it "affects a sensitive receptor over a long period of time." Consequently, the construction noise analysis considers the potential for construction of a project to create high noise levels (the "intensity"), whether construction noise would occur for an extended period of time (the "duration"), and the locations where construction has the potential to increase noise ("receptors") in evaluating potential construction noise effects.

Noise level increases that would be considered "objectionable" (i.e., equal to or greater than 15 dBA) lasting 12 consecutive months or more and noise level increases that would be considered "very objectionable" (i.e., equal to or greater than 20 dBA)[1] lasting three consecutive months or more could also be considered significant impacts.

[1] Definition of "objectionable" and "very objectionable" noise level increases based on Table B from New York State Department of Environmental Conservation Assessing and Mitigating Noise Impacts policy manual, revised February 2001.

CONSTRUCTION MOBILE SOURCE NOISE ANALYSIS METHODOLOGY

At each of the roadway segments analyzed for construction traffic, the construction worker vehicle and construction truck trips during the analysis hour will be converted to Noise Passenger Car Equivalents (PCEs) and compared to the existing level of Noise PCEs to determine the potential increase in noise levels due to construction-generated trips.

CUMULATIVE CONSTRUCTION TRUCK AND ON-SITE EQUIPMENT NOISE ANALYSIS METHODOLOGY

GENERAL CONSTRUCTION NOISE ANALYSIS METHODOLOGY

The methodology for construction noise analysis will include the following steps:

1. Select projected representative development sites for detailed construction noise modeling.
2. Establish existing noise levels at noise receptors. Noise levels were measured at several locations nearby development sites. To be conservative, the lowest noise level documented in the vicinity of each development site was assigned the respective development site and were used to represent existing condition noise levels at all nearby receptors that would experience noise from construction at that development site. The existing noise levels were conservatively used to represent No Action condition noise levels, since noise levels are not projected to increase substantially between the existing and No Action conditions.
3. Calculate construction noise levels for each construction phase. Given the on-site equipment and construction truck trips that are expected during each of the analysis periods at each construction site, and the location of the equipment, a CadnaA model for each construction phase will be created for the representative development sites. All models will include each of the construction noise sources during the construction phase, calculation points representing multiple locations on various façades and floors of the associated receptors previously identified, as well as the noise control measures that would be used on the site, as described below. The model will be used to establish the maximum distance from the site at which each noise level in the potential range that would constitute significant adverse impacts would occur.
4. Based on the existing noise levels at receptors near each development site and the construction noise levels modeled as described above, determine the maximum distance from each representative development at which an “objectionable” or “very objectionable” noise level increase would occur.
5. Based on the duration of each phase of construction for each projected development site and the radii of “objectionable” and “very objectionable” noise level increases determined as described above, establish radii of potential significant adverse construction noise impacts for each projected development site.
6. Show potential significant adverse construction noise impacts graphically.

REPRESENTATIVE SITE SELECTION

Projected development sites whose construction duration is expected to be short-term (i.e., less than 24 months) are assumed not to have the potential to result in significant adverse construction noise impact. For the projected development sites whose construction duration is expected to be 24 months or longer, a detailed modeling analysis will be conducted to quantify potential construction noise effects at existing noise receptors (e.g., residences and commercial offices, etc.) near projected development sites as well as at other projected development sites assuming they could be completed and occupied while construction is ongoing at other sites.

A noise-sensitive receptor is defined in Chapter 19, “Noise,” Section 114 of the 2021 *CEQR Technical Manual* and includes indoor receptors such as residences, hotels, motels, health care

facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, and theaters. Outdoor sensitive receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches.

The results of detailed modeling of individual construction phases at select development sites will be used to represent construction noise from all projected development sites through the Project Area. Additionally, quantitative construction noise modeling conducted for the Jamaica Rezoning EIS will be used to represent construction noise effects from projected development sites included in the Proposed Actions (to avoid confusion between development site numbering, those sites will be referred to in this document as development sites J48, J67, and J29. The selected representative development sites are shown in **Table 1** below. Also shown in **Table 1** are the development site sizes (in gross square footage) represented by each.

Table 1
Representative Sites for Detailed Quantitative Construction Noise Modeling

Development Site	Size (gsf)	Size of Development Sites Represented (gsf)
Jamaica Projected Site 29 (J29)	588,257	<590,000
Jamaica Projected Site 67 (J67)	879,811	591,000 – 999,999
Long Island City Site 67A (LIC67A)	1,208,428	1,000,000 – 1,999,999
Jamaica Projected Site 48 (J48)	2,136,458	>2,000,000

The representative development sites for detailed analysis described above are tentative selections, and different sites may be selected prior to conducting the analysis based on additional information or input from the lead agency.

CONSTRUCTION NOISE MODELING

Noise effects from construction activities will be evaluated using the CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. The model can be used for the analysis of a wide variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment), transportation sources (e.g., roads, highways, railroad lines, busways, airports), and other specialized sources (e.g., sporting facilities). The model takes into account the reference sound pressure levels of the noise sources at 50 feet, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the *CEQR Technical Manual*.

Geographic input data used with the CadnaA model will include CAD drawings that define site work areas, adjacent building footprints and heights, locations of streets, and locations of sensitive receptors. For each analysis period, the geographic location and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the projected development sites, as well as noise control measures—will be input to the model. A construction pit will be modeled for the Demolition/Excavation/Foundations phase while an onsite building will be modeled for the Superstructure/Exteriors and Interior Fit-Out. In addition, shielding by barriers erected on the construction site and buildings will be accounted for in the model. In addition, construction-related vehicles will be assigned to the adjacent roadways. Construction equipment source strength will be determined by the L_{max} levels presented in **Table 22-1** of the 2021 *CEQR Technical Manual.* For construction equipment not included in this table, manufacturer specifications or field measured noise levels will be used.

The model will produce contour lines showing A-weighted $L_{eq(1)}$ noise levels between 70 dBA and 100 dBA (i.e., the range representing objectionable or very objectionable noise level increments over the existing noise levels at all receptors included in the analysis) for heights representing floors between grade level and the tenth floor of a building. The maximum horizontal distance from the site at which each $L_{eq(1)}$ noise level was predicted to occur at any elevation was determined to be the radius within which construction on the development site would generate that noise level.

ANALYSIS TIME PERIOD SELECTION

At each of the analyzed projected development sites, construction noise levels at the site will be analyzed for each major construction phase (i.e., excavation/foundation work, superstructure work, interior fit-out work, etc.). This noise analysis examined the reasonable worst-case peak hourly noise levels that would result from each major construction phase and consequently is conservative in predicting significant increases in noise levels. The noise emission levels and extent of potential impacts during each construction phase will be used to represent noise effects from the other projected development sites included in the proposed project.

DETERMINATION OF NON-CONSTRUCTION NOISE LEVELS

A noise survey will be conducted at 21 locations throughout the Project Area, and noise exposure proximate to each development site is represented by one or more of the measurement locations. The minimum L_{eq} noise level measured during the AM, MD, and School PM time periods (i.e., the time periods corresponding with typical construction work hours) at any of the representative noise survey locations assigned to a development site will be used to represent existing condition noise levels at receptors that would experience noise from construction at that development site. The measurement locations associated with each development site are shown in **Table 2**.

Table 2
Noise Measurement Locations Associated with Projected/Potential Development Sites

Development Sites	Associated Noise Measurement Site(s)
Projected Development Sites	
1	12, 13, 15
3	15
4	14
7	12, 14
10	12, 14
13	12
17	18
19	18
20	19
21	20
22	19
25	11
26	7, 10
28	10, 12
29	1, 2
30	2
31	2, 3
32	3
38	7
39	7
40	7
42	6
46	4, 5, 17
49	4
50	5
51	4
52	5
54	19
59	7
61	8
62	8
63	9
64	13
65	12
66	8, 9
67	8, 9
68	9
69	8
71	12

EVALUATION OF CONSTRUCTION NOISE LEVELS

For each of the major representative development sites, the detailed quantitative modeling of construction noise will determine the distance at which L_{eq} noise levels between 70 dBA and 100 dBA would occur during each of the major construction phases. These distances, along with the non-construction noise levels determined as described above, will be used to determine the distance from each projected development site at which construction noise levels would exceed the impact thresholds described previously. Using these distances and the duration of each major construction phase at each development site as established in the conceptual construction schedule, the distance from each development site within which noise-sensitive receptors would experience significant adverse noise impacts will be determined.

APPENDIX 6

RESPONSE

TO COMMENTS

Appendix 6: Response to Comments on the Draft Scope of Work

A. INTRODUCTION

This appendix to the Final Scope of Work (FSOW) summarizes and responds to substantive comments received during the public comment period for the Draft Scope of Work (DSOW), issued on July 12, 2024, for the Draft Environmental Impact Statement (DEIS) for the Long Island City Neighborhood Rezoning and Related Actions proposal.

City Environmental Quality Review (CEQR) requires a public scoping meeting as part of the environmental review process. A public scoping meeting was held on August 12, 2024. The comment period remained open until 5:00 PM on September 13, 2024.

Section B lists the organizations and individuals that provided comments relevant to the DSOW. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW. Where more than one commenter expressed similar views, those comments have been grouped and addressed together. Commenters who expressed general support or general opposition but did not provide substantive comments on the DSOW are listed at the end of Section B. All written comments are included in Appendix 6, "Written Comments Received on the Draft Scope of Work."

Where relevant, in response to comments on the DSOW, changes have been made and are shown with double underlines in the FSOW.

B. LIST OF ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE DRAFT SCOPE[1]

COMMUNITY BOARDS

1. Community Board 2, Anatole Ashraf and Queens Borough President letter dated September 13, 2024 (CB2/QBP_144)
2. Elizabeth Erion, Co-Chair of Land Use and Zoning Committee, Community Board 1, letter dated September 13, 2024 (Erion_CB1_173)

ELECTED OFFICIALS

3. Kristen Gonzalez, Senator, 59th District, State of New York, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Gonzalez_NYS_045, Gonzalez_NYS_058)

[1] Citations in parentheses refer to internal tracking references.

4. Donovan Richards, Jr., Queens Borough President, letter dated August 23, 2024 (Richards_QBP_056)
5. Julie Won, New York City Council Representative, 26th District, oral comments delivered August 12, 2024 and letters dated August 12, 2024 and September 13, 2024 (Won_NYCC_043, Won_NYCC_057, Won_NYCC_165)
6. Congresswoman Nydia Velasquez, Congresswoman, testimony delivered by Daniel Wiley, oral comments delivered August 12, 2024 (Velasquez_059)
7. Elliana Bisgaard-Church, Head of Staff, on behalf of Assemblymember Zohran Mamdani, oral comments delivered August 12, 2024 (Mamdani_060)

ORGANIZATIONS AND BUSINESSES

8. Payal Bor, Owner and CEO, Urban Construction, Inc., letter dated August 12, 2024 (Bor_UCI_022)
9. Frank Wu, President, Court Square Civic Association, letter dated August 9, 2024 (Wu_CSCA_028)
10. Kenneth Adams, President, LaGuardia Community College, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Adams_LCC_030, Adams_LCC_102)
11. Carlo Casa, Director of Policy and Research, New York Building Congress, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Casa_NYBC_031, Casa_NYBC_066)
12. Minakshi Mohanta, Assistant Project Manager, Silvercup Studios, letter dated August 15, 2024 (Mohanta_SS_039)
13. Rachel Suna Britchkow, Vice President, Silvercup Studios, oral commends delivered August 12, 2024 and letter dated August 15, 2024 (SunaBritchkow_SS_040, SunaBritchkow_SS_140)
14. Bishop Mitchell G. Taylor, CEO and Co-Founder, Urban Upbound, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Taylor_UU_041, Taylor_UU_075)
15. Julie Chou, AIA, Principal, Purpose By Design Architects PLLC, letter dated August 12, 2024 (Chou_PBDA_044)
16. Laura Wolf-Powers, Western Queens Community Land Trust, oral comments delivered August 12, 2024 and letter dated August 26, 2024 (Wolf-Powers_049, Wolf-Powers_086)
17. Seth Bornstein, Executive Director, Queens Economic Development Corporation, oral comments delivered August 12, 2024 and letter dated August 25, 2024 (Bornstein_QEDC_050, Bornstein_QEDC_071)
18. Laura Rothrock, President, Long Island City Partnership, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Rothrock_LICP_051, Rothrock_LICP_062)
19. Maddie DeCerbo, Senior Urban Planner, Real Estate Board of New York, letter dated August 14, 2024 (DeCerbo_REBNY_054)
20. Jessica Sechrist, Executive Director, Hunters Point Parks Conservancy, oral comments delivered August 12, 2024 and letter dated September 12, 2024 (Sechrist_HPPC_064, Sechrist_HPPC_164)
21. Ted Gruber, Chair, Long Island City Community Boathouse, oral comments delivered August 12, 2024 (Gruber_LICCB_065)

22. Brendan Goodrich, Manager of Infrastructure Planning, JetBlue, oral comments delivered August 12, 2024 (Goodrich_JB_067)
23. Papa Michael of the Brea Group and Chris, the CEO of Domain, testimony offered by Rachel Cohen, oral comments delivered August 12, 2024 (Papamichael_DC_VOREA_069)
24. Edjo Wheeler, Executive Director, Culture Lab LIC, oral comments delivered August 12, 2024 (Wheeler_CLLIC_070)
25. Jeff Mulligan, Planner, Kramer Levin, oral comments delivered August 12, 2024 (Mulligan_KL_072)
26. Matt Quigley, Plaxall, oral comments delivered August 12, 2024 (Quigley_P_073)
27. Maeve Ives, Baron Property Group, oral comments delivered August 12, 2024 and letter dated September 13, 2024 (Ives_BPG_078, Ives_BPG_174))
28. William Xu, Vice President, United Construction and Development Group, oral comments delivered August 12, 2024 (Xu_UCDG_082)
29. Fanny Chang, Chang Realty Group and Spp Cornerstone, oral comments delivered August 12, 2024 (Chang_CRG_084)
30. Memo Salazar, Co-Chair, Western Queens Community Land Trust, oral comments delivered August 12, 2024 (Salazar_WQCLT_085)
31. Lisa Goren, Long Island City Coalition, oral comments delivered August 12, 2024 and letter dated September 1, 2024 (Goren_LICC_093, Goren_LICC_123)
32. Dan Kent, oral comments delivered August 12, 2024 (Kent_101)
33. Moses Gates, Vice President of Housing and Community Development, Regional Plan Association, oral comments delivered August 12, 2024 (Gates_RPA_110)
34. Patty McKee, Senior Manager of Planning Design, Waterfront Alliance, oral comments delivered August 12, 2024 (McKee_WA_112)
35. Robert Singer, Co-owner, Silks Building, letter dated September 2, 2024 (Singer_Silks_130)
36. Alan Suna, Chairman, Silvercup Studios, oral comments delivered August 12, 2024 and letter dated September 11, 2024 (Suna_SS_135, Suna_SS_143)
37. George Heslin, Executive Director, New York Irish Center, letter dated September 11, 2024 (Heslin_NYIC_146)
38. Bill Jessop, Chief Financial Officer, letter dated September 11, 2024 (Jessop_NAHI_147)
39. James P. Power, Partner, Kramer Levin, representing ZDJ Vernon LLC, letter dated September 10, 2024 (Power_KL_150)
40. Ashley Cho, President, Artego LLC, letter dated September 13, 2024 (Cho_Artego_151)
41. Elise Wagner, Partner, Kramer Levin, representing DH Vernon LLC and FPR Property Holdings LLC, letter dated September 11, 2024 (Wagner_KL_153)
42. Elise Wagner, Partner, Kramer Levin, representing PLAX BL25 LLC, PLAX BL26 LLC, and PLAX BL27LLC, affiliates of Plaxall, Inc., letter dated September 13, 2024 (Wagner_KL_185)
43. Mega Contracting Group, LLC, letter dated September 13, 2024 (MCG_157)
44. Adam Nagin, Manager, Eulisis Capital, LLC, letter dated September 12, 2024 (Nagin_EC_159)
45. Alia Soomro, Deputy Director for New York City Policy, New York League of Conservation Voters, letter dated September 11, 2024 (Soomro_NYLCV_180)

46. Christopher Hanway, Executive Director, Riis Settlement, letter dated September 13, 2024 (Hanway_RS_182)
47. Andrew Fine, Policy Director, Open New York, letter dated September 12, 2024 (Fine_ONY_183)
48. Western Queens Community Land Trust, letter dated September 16, 2024 (WQCLT_186)
49. Ravenswood Resident Association, Inc, letter dated September 16, 2024. (RRA_188)
50. Romain Aubanel, CEO, Court 16, letter dated September 13, 2024 (Aubanel_C16_192)
51. Sam Charney, President, Charney Companies, Head of Development, and dated September 13, 2024 (Charney_CC_193)
52. Memo Salazar, Co-Chair, Western Queens Community Land Trust, letter dated September 13, 2024 (Salazar_WQCLT_195)
53. San Hang Park, SPP Cornerstone, letter dated September 7, 2024 (Park_SPP_Cornerstone_196)
54. Steven Loi, General Advisor, Bijin Hibachi, letter dated September 13, 2024 (Loi_BH_197)
55. Jospeh Schinco, The Greats of Craft, letter dated September 13, 2024 (Schinco_GOC_198)
56. Chris Papamichael, Co-CEO, Domain Companies; and Peter Papamichael, Principal, The VOREA Group, letter dated September 12, 2024 (Papamichael_DC_VOREA_200)
57. Melanie Meyers, Fried Frank, representing SB Vernon LLC, letter dated September 13, 2024 (Meyers_FF_171)
58. Waterfront Alliance, letter dated September 16, 2024 (WaterfrontAlliance_172)

GENERAL PUBLIC

59. Muskaan Manglick, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Manglick_001, Manglick_100)
60. Shibber A. Khan, letters dated August 12, 2024 and oral comments delivered August 12, 2024 (Khan_002, Khan_027, Khan_079)
61. Jin Han, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Han_003, Han_098)
62. Francis Shields, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Shields_004, Shields_105)
63. Marlene Dodes-Callahan, letters dated August 3, 2024 (Dodes-Callahan_005, Dodes-Callahan_017)
64. Jun Huang, letter dated August 7, 2024 (Huang_006)
65. Beverly Brown, letters dated August 9, 2024 and August 23, 2024 (Brown_007, Brown_047)
66. Daniel Taylor, letter dated August 8, 2024 and oral comments delivered August 12, 2024 (Taylor_008, Taylor_137)
67. David Scharfstein, letter dated August 13, 2024 (Scharfstein_009)
68. Patrick Pavone, letter dated August 12, 2024 (Pavone_010)
69. Bobby Gorrill, letter dated August 12, 2024 (Gorrill_011)
70. Sachi Takahashi-Rial, letter dated August 11, 2024 (Takahashi-Rial_012)
71. Gary Levinson, letter dated August 12, 2024 (Levinson_013)

72. Alexander Schwarz, letter dated August 10, 2024 (Schwarz_014)
73. Aaron Bloomfield, letter dated August 9, 2024 (Bloomfield_015)
74. Darryl Granger, letter dated August 9, 2024 and oral comments delivered August 12, 2024 (Granger_016, Granger_136)
75. Michael Zoorob, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Zoorob_018, Zoorob_139)
76. Clint Okayama, letter dated August 11, 2024 (Okayama_019)
77. Dan Miller, letter dated August 13, 2024 (Miller_020)
78. Edward Butler, letter dated August 10, 2024 (Butler_021)
79. Faheem D., letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Faheem_023, Faheem_081)
80. Taiki Sugita, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Sugita_024, Sugita_092)
81. Jubaire Salim, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Salim_025, Salim_077)
82. Karesia Batan, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Batan_026, Batan_113)
83. Lynn Xue, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Xue_029, Xue_089)
84. Chris Sullivan, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Sullivan_032, Sullivan_111)
85. Elizabeth Aceituno, Big Reuse and Smiling Hogshead Ranch, letter dated August 12, 2024 and oral comments delivered August 12, 2024 (Aceituno_033, Aceituno_108)
86. Anth, letters dated August 17, 2024 and August 18, 2024 (Anth_034, Anth_036)
87. Anwar Akrouk, letter dated August 17, 2024 (Akrouk_035)
88. Avelyn Hang, oral comments delivered August 12, 2024 and letter dated August 15, 2024 (Hang_037, Hang_107)
89. Kevin Kung, letter dated August 15, 2024 (Kung_038)
90. Steven Zirinsky, AIA, Zirinsky Architecture, Inc., oral comments delivered August 12, 2024 and letter dated August 13, 2024 (Zirinsky_042, Zirinsky_104)
91. Anonymous, letter dated August 23, 2024 (Anonymous_046)
92. Hannah Berson, letter dated August 19, 2024 (Berson_048)
93. Gianna Cerbone, letter dated August 20, 2024 (Cerbone_052)
94. M. Kalliagas, letter dated August 20, 2024 (Kalliagas_053)
95. Sonya Ort, letter dated August 24, 2024 (Ort_055)
96. Andrew Ebenstein, oral comments delivered August 12, 2024 (Ebenstein_061)
97. Rayhan Hasan, oral comments delivered August 12, 2024 (Hasan_063)
98. Paula Kirby, oral comments delivered August 12, 2024 (Kirby_068)
99. Kelly Craig, oral comments delivered August 12, 2024 (Craig_074)
100. Mandana Limbert, oral comments delivered August 12, 2024 and letter dated September 13, 2024 (Limbert_076, Limbert_175)
101. Md. Saifur Rahman, oral comments delivered August 12, 2024 (Rahman_080)
102. Vishnu Reddy, oral comments delivered August 12, 2024 (Reddy_083)
103. Ernest Brooks, oral comments delivered August 12, 2024 (Brooks_087)
104. Jenny Dubnau, oral comments delivered August 12, 2024 and letter dated September 13, 2024 (Dubnau_088, Dubnau_181)
105. Eric Narburgh, oral comments delivered August 12, 2024 (Narburgh_090)

106. Senjuen Hsia, oral comments delivered August 12, 2024 and letters dated August 12, 2024 and September 13, 2024 (Hsia_091, Hsia_142, Hsia_203)
107. Danielle Brecker, oral comments delivered August 12, 2024 (Brecker_094)
108. Jordan Hare, oral comments delivered August 12, 2024 (Hare_095)
109. Elliot Park, oral comments delivered August 12, 2024 and letter dated September 10, 2024 (Park_096, Park_158)
110. Pamela Herrera, oral comments delivered August 12, 2024 (Herrera_097)
111. Paoling Hsia, oral comments delivered August 12, 2024 and letter dated Sepember 4, 2024 (Hsia_099, Hsia_184)
112. Danielle LoPresti Lee, oral comments delivered August 12, 2024 (LoPrestiLee_103)
113. Louis Pfohl, oral comments delivered August 12, 2024 (Pfohl_P_106)
114. Donal Cogdell, oral comments delivered August 12, 2024 (Cogdell_109)
115. Leo Gutmann, oral comments delivered August 12, 2024 and letter dated September 10, 2024 (Guttmann_114, Guttman_169)
116. Patricia Dunphy, oral comments delivered August 12, 2024 (Dunphy_115)
117. Rachel Brown, oral comments delivered August 12, 2024 and letter dated September 9, 2024 (Brown_116, Brown_187)
118. Betty William, letter dated September 5, 2024 (William_117)
119. Fernanda Thompson, letter dated September 4, 2024 (Thompson_118)
120. Irene Treadwell, letter dated September 7, 2024 (Treadwell_119)
121. Jacqueline Crine, letter dated September 8, 2024 (Crine_120)
122. Janie Edwards, letter dated September 8, 2024 (Edwards_121)
123. John Ritter, letter dated August 28, 2024 (Ritter_122)
124. Melida Kennedy, letter dated September 8, 2024 (Kennedy_124)
125. Navy Catepillar, letter dated September 4, 2024 (Catepillar_125)
126. Olivia Libia Jaramillo, letter dated September 5, 2024 (Jaramillo_126)
127. Patricia Cooper, letter dated September 5, 2024 (Cooper_127)
128. Patrick Smith, letter dated September 1, 2024 (Smith_128)
129. Prameet Kumar, letter dated August 30, 2024 (Kumar_129)
130. Rocco Tomassetti, letter dated September 5, 2024 (Tomassetti_131)
131. Rosalee Jones, letter dated September 7, 2024 (Jones_132)
132. William Foster, letter dated September 5, 2024 (Foster_133)
133. Wu Fan, letter dated September 3, 2024 (Fan_134)
134. Evie Hantzopoulos, Chair, Community Board 1, oral comments delivered August 12, 2024 (Hantzopoulos_138, Hantzopoulos_160)
135. Lou Venech, letter dated September 16, 2024 (Venech_141)
136. Adele Shtern, letter dated September 12, 2024 (Shtern_145)
137. Arun Vasudev, on behalf of Binder Vasudev, owner of 5 Star, letter dated September 13, 2024 (Vasudev_148)
138. Carol Griffin, letter dated September 13, 2024 (Griffin_149)
139. Deise DeMars, letter dated September 13, 2024 (DeMars_152)
140. Anonymous, letter dated September 10, 2024 (Anonymous_154)
141. Zhen Mei Chen, letter dated September 12, 2024 (Chen_155)
142. Luo wu Zheng, letter dated September 12, 2024 (Zheng_156)
143. Faisal Gilani, letter dated September 13, 2024 (Gilani_161)
144. Mi Song Park, Michael Damelin, Joe Schinco, Adam Nagin, Jonna Stark, and Suzan Rhee, letter dated September 4, 2024 (Park_162)

145. Janet Belden, letter dated September 13, 2024 (Belden_163)
146. Kalsang Yangtso, letter dated September 11, 2024 (Yangtso_166)
147. Keeley McNamara, letter dated September 11, 2024 (McNamara_167)
148. Kenneth Greenberg, letter dated September 16, 2024 (Greenberg_168)
149. Jonna Stark, letter dated September 13, 2024 (Stark_170)
150. Melissa Bieri, letter dated September 12, 2024 (Bieri_176)
151. Nancy Jara, letter dated September 12, 2024 (Jara_177)
152. Nicollette Barsamian, letters dated September 13, 2024 (Barsamian_178, Barsamian_179)
153. Ravi Dholakia, letter dated September 13, 2024 (Dholakia_189)
154. Richard Sakai, letter dated September 13, 2024 (Sakai_190)
155. Richard Wissak, letter dated September 12, 2024 (Wissak_191)
156. Dan Miller, letter dated September 13, 2024 (Miller_194)
157. Thomas Ort, letter dated September 13, 2024 (Ort_199)
158. William S. Thomas, letter dated September 13, 2024 (Thomas_201)
159. Wynona Grady, letter dated September 12, 2024 (Grady_202)

C. COMMENTS AND RESPONSES

COMMUNITY ENGAGEMENT

Comment 1: Conduct a thorough environmental impact assessment to evaluate the full range of potential effects and develop strategies for minimizing negative impacts. This assessment should be transparent and include public consultation. (Bieri_176)

Response 1: DCP is preparing a comprehensive DEIS in compliance with New York State's Environmental Quality Review Act (SEQRA) and in accordance with the guidance of the *New York City Environmental Quality Review (CEQR) Technical Manual*. The DEIS will examine in detail the potential for significant adverse impacts of land use and zoning changes proposed as part of the Proposed Actions as detailed in the Draft Scope of Work and Environmental Assessment Statement. The DEIS will be available for public review and comment and a joint public hearing will be held by DCP on the DEIS and the land use application. Comments received on the DEIS will be incorporated as appropriate into a Final EIS (FEIS) to disclose the environmental effects of the Proposed Actions to decision-makers.

Comment 2: The hearing should have been moved to September. (Won_NYCC_043, Won_NYCC_057, Won_NYCC_165)

Hosting this meeting in the middle of the summer, in the middle of the working day just adds to the opacity of this process. The time

for commenting needs to be extended. (Aceituno_033, Aceituno_108, Akrouk_035, Cogdell_109)

The residents supporting this dynamic community deserve to meaningfully participate in decisions that will deeply impact the future of Long Island City for decades to come. We urge you to reconsider the timing of the scoping meeting. Holding such an important meeting in the middle of summer, when many community members are unavailable, undermines the transparency of this process. We request that the comment period be extended past September 13, 2024, to allow broader participation and more meaningful community input. (Gonzalez_NYS_045, Gonzalez_NYS_058)

It is unconscionable that the New York City Department of City Planning (DCP) hold the scoping meeting in the middle of August, in the middle of a workday, when many who wished to attend could not. (Goren_LICC_093, Goren_LICC_123)

Why can't we slow down the acceleration and take a deep breath and make a comprehensive plan that follows the suggestions of our community members who have attended these many meetings held in the pretext of asking for their needs and opinions? Why was the scoping meeting held during the middle of August at 2 PM when most people are out of town or working their jobs? (Belden_163)

There’s really been no outreach and the comment period should be extended with additional hearings at the Community Board level (Hantzopoulos_138)

Extend the comment period. (Brecker_094)

DCP's scheduling of the Long Island City Neighborhood Study Draft Scope of Work public hearing and comment period during the workday at the height of the summer recess showed a disregard for the effort and time spent by local community boards learning about and evaluating the proposed changes. (Erion_CB1_173)

Response 2: The public scoping meeting and noticing were conducted pursuant to the City Environmental Quality Review (CEQR) regulations in Title 62, Chapter 5 of the Rules of the City of New York. The public comment period opened on July 12, 2024, when the Draft Scope of Work was made public and the Scoping Notice was issued by DCP. While CEQR requires a 10-day public comment period following the scoping meeting, the comment period was extended from August 22 to September 13, 2024 to provide additional time for the public to provide comments. Oral comments provided at the

public scoping meeting and written comments submitted before or after that meeting are considered and responded to in this document.

Comment 3: The fact that building heights have not been disclosed raises suspicions. By not sharing maps that show actual height and density implications, the Project is effectively hiding impacts from the community. (Akrouk_035, Goren_LICC_093, Goren_LICC_123)

Response 3: Comment noted. The proposed bulk regulations, including building heights, will be described and/or appended to the DEIS and assessed in the relevant chapters, including but not limited to the Urban Design and Visual Resources and Shadows chapters.

Comment 4: Many of our community oppose this proposal and are affronted that we have not been asked to participate in the planning. (Dodes-Callahan_017)

There hasn't been a strong enough effort to inform the community. We need to see the evidence of how the community's input is shaping this plan, you know, because when I've been to the meetings, and it just seems like a regular developer's plan. (Cogdell_109)

Other than a presence at a Queensbridge Houses outdoor event, there was no direct outreach to the Dutch Kills Civic Association, the CB1Q board or land use committee to discuss "vision" until after the proposals were formulated. (Erion_CB1_173)

Response 4: DCP has held several engagement sessions as noted in the DSOW, and additional public engagement through the ULURP public review period will be held. 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.

Comment 5: While I applaud what DCP is doing here, the current proposal is designed in a vacuum. Other agencies including the New York City Departments of Environmental Protection (DEP), and Transportation (DOT), and the Metropolitan Transportation Authority (MTA) need to be part of the equation. There should be a master authority delegated to help fashion a contextual and neighborhood-centric series of building blocks. (Zirinsky_042, Zirinsky_104)

Response 5: The Proposed Actions are the culmination of a join effort by local community members, stakeholders, elected officials, and city agencies. DCP is taking the lead on the Neighborhood Plan and will formulate the Plan based on public feedback and in consultation with all stakeholders, including the DEP, DOT, and MTA, as issues related to the environment and transportation fall under the agencies' purview.

Comment 6: Given the easily studied impacts of recent rezonings on Long Island City, it boggles the mind that an upzoning of 50 to 65 sites is being contemplated, without *first* gathering data on how upzoning has and could impact the area. OneLIC was billed as a true community-generated comprehensive plan, but sadly, that hasn't been the case. To many local residents, businesses and working artists, it seems that upzoning is the primary focus of OneLIC, with displacement, infrastructure, and climate impacts an afterthought. There has been little real attempt to reach out to affected communities, including residents of Queensbridge and Ravenswood houses, working-class families living in small, rent-stabilized and single-family homes, manufacturers, working artists, and cultural workers. Many of those participating in the public sessions are real estate developers, local property owners, and members of OpenNY, a developer-funded organization. When collecting data on what locals want, it's crucial to know who is saying what. Those of us who have attended the sessions and spoken out against overdevelopment, and for economic and climate fairness, have seen our feedback ignored in the scope of the plan. When doing further outreach, there must be transparency on what is really on offer with this plan, including visual massing studies and projected rents that are easy for people to comprehend. (Dubnau_181, Dubnau_088)

Response 6: The DEIS will contain a comprehensive analysis of the proposed land use and zoning changes identified in connection with the Neighborhood Plan. The purpose of an EIS is to disclose the potential for significant adverse environmental impacts and propose feasible mitigation for those impacts. Decision-makers, including the City Planning Commission and the City Council, as well as other agencies, will rely on the conclusions of the EIS to inform the decision it makes. In addition to the community engagement that has occurred to date in connection with the Neighborhood Plan, DCP will hold a combined public hearing on the DEIS and land use application. DCP has held topic-specific

workshops as part of the Neighborhood Plan's engagement process..

Comment 7: The virtually silent release of the DSOW, the scheduling of the scoping session in mid-August, and an unreasonable, unexplained, and unyielding short deadline for comments denied the community ample time for significant input to the actual plan. DCP has substituted its OneLIC community meetings as actual input to its plan. On paper there is an appearance of community outreach. Instead of true engagement with the emerging plan, our goals and aspirations were simply repeated back to us with no connection to the actual plan that was silently developing over the same time period. The choice was made to filter community aspirations through a private entity, WXY, that is not only financially dependent on the development sector but has already had a recent substantial financial interest with one of the beneficiaries of the proposed upzoning.

The appearance if not the reality of a conflict of interest is highly questionable. It goes against the CEQR requirement to prioritize equity as the guiding principle for the implementation of all initiatives. No community members, community groups, or even the Community Board have participated in any discussion that informed the actual zoning proposals. There is no evidence that comments over the past months from the community are represented in the released plan. There is no clear link between the community's needs and a plan that was quietly developed in isolation and in the background.

Mitigation of the significant broad and irreversible consequences of the proposed upzone calls for an extended, more direct, non-gated, inclusive process in the actual crafting of Land Use designations and their proposed locations. Mitigation for the lack of meaningful input as it relates to the actual plan needs to happen now, and not after certification when it will be too late. (Greenberg_168)

Response 7: See response to Comment 2. As stated above, DCP is preparing the DEIS in accordance with SEQRA regulations and following the guidance of the *CEQR Technical Manual*. DCP has undertaken public engagement to solicit feedback to formulate land use and zoning recommendations for the Neighborhood Plan. WXY was retained to assist DCP with public outreach. Mitigation will be proposed in the DEIS for any significant adverse environmental

impacts identified as a result of the Proposed Actions, as required by SEQRA.

Comment 8: As participants of numerous town halls from the very beginning, we are appalled at the fact that so many brilliant ideas from community members have not been reflected within this plan. Moreover, we have been given no explanation as to why Ravenswood Houses was initially included in the context study area and even included in the town hall literature when discussing capital repairs for both Queensbridge *and* Ravenswood, yet at the last meeting, was omitted altogether. We spent time and resources to attend and participate in these town halls just to have our presence erased and our voices silenced. This process gives the facade of community participation, but our experience has been quite the opposite. We witnessed "facilitation" tables that were often alienating, intimidating, and/or condescending, with no deep explanation of land use changes and discussion of implications. Furthermore, the ideas we frequently discussed—indoor recreational spaces, industrial kitchens, urban farms, a public pool, private one-family homes to promote home ownership, more green space, and so much more—were not incorporated. If this study truly and authentically engaged the community, there would have been inclusion of other tools, like community surveys, community outreach across neighborhood spaces, and tabling events to gather input from people who may not be able to use technology. This is not a legitimate, accessible community planning process; it is performative rubberstamping. (RRA_188)

DCP has not engaged CB2 on the land use objectives of the Proposed Actions and has not offered CB2 or community groups opportunities to engage in a dialogue or offer perspectives. (CB2/QBP_144)

Response 8: DCP, in partnership with WXY as an engagement consultant, has strived to provide accessible and inclusive engagement events. This has included town halls, focus area meetings, tabling events and meetings with stakeholders. Following the closing of the comment period of this scoping meeting, DCP has continued to facilitate further engagement events to further refine the proposal.

Comment 9: Some dollars should be used to raise awareness for this plan in Queensbridge Houses. (Cogdell_109)

Response 9: Comment noted.

Comment 10: Who were the representatives of MTA that have been a part of the meetings? (Hang_037, Hang_107)

Response 10: As part of the preparation and review of the DEIS, DCP on behalf of the CPC as lead agency coordinates with interested and involved agencies, including the MTA.

PROJECT DESCRIPTION

GENERAL

Comment 11: Develop artisan shops along Queens Plaza South, under the bridge near Vernon Boulevard. Include specialty uses in the rezoning area; encourage athletic facilities in the zoning code. Include flexibility for new, fireproof construction without needing to change the certificate of occupancy for Use Groups 16, 17, and others. (Zirinsky_042, Zirinsky_104)

Response 11: The Proposed Actions would expand the types of non-residential uses allowed along Queens Plaza South and throughout the Project Area, including commercial uses. However, the siting of specific types of retail stores such as artisan shops is beyond the scope of the zoning actions. The Proposed Actions would allow community facility uses in parts of the Project Area, including athletic facilities and community centers. All alterations or new construction will be required to follow the New York City Building Code.

Comment 12: Create a cove similar to Anable Basin farther north near the bridge. Include a ferry and marina. (Zirinsky_042, Zirinsky_104)

A new ferry landing near the Queensboro Bridge will serve the densely-populated communities both north and south of the bridge, including Queensbridge, the Queens Plaza-adjacent businesses, and this newly rezoned neighborhood. (CB2/QBP_144)

Response 12: The development of an inlet, marina, and ferry terminal along the East River is not part of the Proposed Actions; however, the Proposed Actions would facilitate the development of over 4 acres of waterfront open space.

Comment 13: Add more trees in the rezoning area. (Zirinsky_042, Zirinsky_104)

Response 13: As indicated in the DSOW, the Proposed Actions would map new districts which would include requirements for the planting of street

trees. The Proposed Actions would also facilitate new waterfront open space with an expanded Waterfront Access Plan (WAP), which would include requirements for tree plantings. These requirements will be described in the DEIS.

Comment 14: I do want to stress that this needs to be part of a comprehensive citywide plan and comprehensive citywide approach, and that other neighborhoods which have not produced as much housing as Long Island City in the past, also need to be focused on in this way. (Gates_RPA_110)

Response 14: The Proposed Actions would facilitate residential development in a transit-rich neighborhood, and expand the supply of affordable housing in Long Island City, which would help address New York City's dire housing crisis. Neighborhoods throughout the City have been rezoned in recent years to facilitate housing development. These neighborhoods include the Bay Street Corridor in Staten Island, Jerome Avenue corridor in the Bronx, East New York and Gowanus in Brooklyn, and East Harlem, Inwood and SoHo/NoHo in Manhattan.

Comment 15: This plan should not foreclose the possibility of expanding hotel capacity. (Gates_RPA_110)

Response 15: Under existing regulations, hotels are allowed in manufacturing zoning districts with a special permit, and hotels would continue to be allowed via special permit in such zoning districts with the Proposed Actions. Permitted uses under the Proposed Actions will be described in Chapter 2, "Land Use, Zoning, and Public Policy."

Comment 16: The successful development of the low- and mid-rise zone between 23rd Street and Fifth Street should be the model of development of the area between 44th Drive and the bridge. Let's allow businesses to convert old industrial spaces into interesting new services and destinations. (Ort_199)

Response 16: Comment noted. The Proposed Actions seek to expand the permitted commercial and industrial uses throughout much of the Project Area and would support the conversion of industrial buildings to other uses.

Comment 17: I am calling for the inclusion of the maximum amount of deeply affordable housing, essential infrastructure upgrades, and a fully connected, accessible waterfront that includes plentiful green

space and climate-resilient shoreline infrastructure. Deeply affordable housing doesn't have to come at the expense of providing the highest quality of life for residents: That includes live/workspaces for artists, street safety redesigns, MTA upgrades, new schools and community services. A truly comprehensive development plan for Long Island City must balance the neighborhood's needs for open space and climate resilient infrastructure, and should focus on creating a continuous waterfront park space from Queensbridge to Hunter's Point. (Gonzalez_NYS_045, Gonzalez_NYS_058)

Response 17: As a component of the Proposed Actions, the mapping of Mandatory Inclusionary Housing Areas (MIH Areas) would require a share of new housing to be made permanently affordable for a range of household incomes. The Proposed Actions would enable the conversion of loft buildings for a wide range of non-residential uses, and would facilitate the development of new buildings that would also contain space for community facilities.

With respect to climate resilience, 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 and green infrastructure strategies is intended to reduce neighborhood flooding and sewer backups. The recently adopted City of Yes for Carbon Neutrality text amendment and City of Yes for Housing Opportunity encourage green building practices such as providing opportunities for renewable energy generation, building retrofits, and promoting the use of sustainable, durable, and local materials.

Though not part of the Proposed Actions, the Plan calls for strategic infrastructure and community investments in pedestrian safety and transportation. These improvements and investments are part of the on-going planning process, and envisioned to support anticipated growth and new levels of activity.

Comment 18: The proposed new development is simply too large for Long Island City. Over the past 10 years, we've had significant new building and planning changes and the neighborhood is adjusting to what has already been put into place. The increase in population density is putting a strain on our already overburdened infrastructure, leading to increased traffic congestion, noise pollution, and strain on our public services and most importantly the infrastructure of our neighborhood sidewalks and waterfront. (DeMars_152)

I am very concerned about upzoning. Long Island City has a refreshing ambiance compared to overdeveloped Manhattan. We love the light, spaciousness, and relaxed vibe. (Shtern_145)

Zone for an expanse of low- and medium-height buildings where there can be a lot more much-needed and infrastructurally sustainable (think, at a minimum, sewage and flooding) housing and where trees can actually grow (30 percent canopy) and where people—humans—can actually enjoy the streets and live. (Limbert_076, Limbert_175)

Response 18: As described in the Draft Scope, the Proposed Actions are the result of many years of planning work led by local community members, stakeholders, elected officials, 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 Queens' primary Central Business Districts, with excellent transit access, and a 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 bulk and density allowed under the Proposed Actions will be analyzed in the Land Use, Zoning and Public Policy; Shadows; and Urban Design and Visual Resources chapters of the DEIS.

Comment 19: OneLIC is not founded on actual urban planning and does not consider the negative effects of previous zoning changes in Long Island City. (Goren_LICC_093, Goren_LICC_123)

Response 19: The DEIS will assess the potential for significant adverse impacts of the proposed zoning and land use actions. Previous zoning changes that affected Long Island City and surrounding neighborhoods will be described in Chapter 2, "Land Use, Zoning, and Public Policy." The DEIS for the Proposed Actions will not consider the environmental effects of previous zoning changes.

Comment 20: As members of the largest public housing complex in the country, we urge you to address our long-standing neglect and ensure that Queensbridge Houses priorities are included in the OneLIC project. The project's EIS must examine the feasibility of these investments. (Jara_177)

We need investment at the Queensbridge Houses. It's important that we get physical and social infrastructure, commitments upfront

and an enforcement mechanism ahead of any proposed rezoning. For instance, we've seen in Brooklyn, at Gowanus, the creation of a task force with a funded facilitator and members of the community to hold the city and all parties accountable for any commitments made through that rezoning process. (Velasquez_059)

Response 20: As part of the neighborhood planning process, the City has engaged residents at Queensbridge Houses and is aware of, and is working towards addressing, the capital needs investment in repairs to these NYCHA buildings. However, NYCHA repairs and the funding needed to address conditions at the buildings are not under the purview of CPC and the zoning actions considered in the DEIS. An oversight task force, as utilized in Gowanus, can be explored as the neighborhood plan progresses.

Comment 21: Update the scope to address the population increase in Long Island City over the past two decades. (CB2/QBP_144)

Response 21: The FSOW has been updated to include reference to the population change in Long Island City.

Comment 22: CB2 urges DCP to undertake a broader discussion of possible land use actions prior to ULURP certification, including meetings that should be documented as part of the public record. (CB2/QBP_144)

Response 22: The City's ongoing community engagement process was initiated in the fall of 2023. DCP presented a draft zoning framework in June 2024 and issued the DSOW, which identified proposed zoning and land use actions, in July 2024. Additional opportunities for the public, CB2, and government officials and representatives to engage and comment on the land use actions will be provided as the land use application is reviewed during ULURP public review process.

PUBLIC LAND

Comment 23: Since 2019, our group has been working with many stakeholder groups and individuals about repurposing the New York City Department of Education (DOE) building at 44th drive into what we call the Queensborough People Space (QPS). This would address many of the requests that our elected officials have made during the scoping meeting. Long Island City has given the world some of the greatest art and music contributions in the last 50 years, but

not anymore, because most of our artists have been priced out. Queensbridge residents live in a food desert. There's no access to healthy food nearby, only fast-food joints with cheap, unhealthy food for their families. And immigrant businesses, such as food carts and food trucks, are a vital part of Queens identity and economy, but they, too, have been priced out. Metal shops, wood shops, worker co-ops—all of these industries can no longer afford to live and work in Western Queens. The QPS project would meet all of those needs with deeply affordable rentals below anything currently in the market. This would be a huge economic boost for Long Island City that would provide real jobs for community members and not the fake kind that Amazon and similar corporations promised. We ask that you remove the current DOE building parcel from that rezoning map.

The truth is that more housing will not provide homes for people, but only for wealthy investors looking to park their money. WQLCT supports building new housing, but only actual, affordable housing, the kind MIH cannot provide. We especially urge you to keep the public parcel at 44th Drive and Vernon Boulevard, off of the rezoning map and include the QPS project as part of this neighborhood plan. (Brooks_087, Salazar_WQCLT_085, Salazar_WQCLT_195)

Congresswoman Velasquez would like to recognize community desires for the DOE Building to house the QPS in Queens. We need to preserve not only the culture of Long Island City, but create communal space for services. (Velasquez_059)

Leverage public sites for affordable housing. Explore all affordable housing (like land trusts) (Won_NYCC_043, Won_NYCC_165)

Exempting the public land from this process could ensure this land goes directly to the public. (Herrera_097) Remove public land, namely Anable Basin and the DOE building on 44th Street, from the scope of the rezoning. Keep public land in the public's hands (Berson_048; Hantozpoulos_138) Remove the public lands from consideration for rezoning as proper community engagement has not occurred. (Hantzopoulos_160)

I invite you to honor and implement the Long Island City Coalition's *Hunters Point North Vision Plan for Resiliency,* which is the will of the local people and should be considered as part of the scoping process. OneLIC is a developer giveaway of publicly owned property and has limited resiliency. (Goren_LICC_093, Goren_LICC_123, Herrera_097, Shtern_145)

As for Anabel Basin, we are surprised to see that ideas for the waterfront that have been years-in-the-making from community groups were not included–specifically, the Western Queens Community Land Trust's proposal for the DOE building at 44th Drive and Vernon Blvd and the Hunters Point North Vision Plan for Resiliency. Building large residential towers in an area located directly in a flood zone is dangerous and a waste of resources. Rather, the EIA should reflect broad community support for alternative uses on the four publicly owned sites on Anable Basin. We share the same requests as one of our ally groups, Western Queens Community Land Trust (WQCLT) and DOE building should be used as a community space. All public space needs to remain public and not be sold to developers. (Bieri_176)

Over the past 10 years CB2 has repeatedly recommended that the DOE Building be preserved and adapted for much-needed community amenities, and the adjacent parking lot and DOT-owned site for public recreation space. (CB2/QBP_144)

Response 23: In January 2025, the New York City Economic Development Corporation (EDC) announced plans to issue a Request for Expressions of Interest (RFEI) on behalf of the City to solicit community feedback and concepts for converting all or part of the building into commercial, light industrial, and community-serving spaces. The DEIS will conservatively analyze a mix of uses on the site, including residential, commercial, community facility and open space.

Comment 24: Remove public land, namely Anable Basin and the DOE building on 44th Street, from the scope of the rezoning. Keep public land in the public's hands—proper community engagement has not occurred. (Berson_048; Hantozpoulos_138, Herrera_097)

Response 24: See response to Comment 23 concerning the DOE building. In general, the low acquisition cost of public properties makes these sites ideal for the redevelopment to a variety of uses such as affordable housing, commercial, light industrial, and other community amenities.

Comment 25: The DOT lots under the 59th Street Bridge, the DOE building, and the Con Edison plant should be included in the scope. (Zirkinsky_ZA_042)

Response 25: See response to Comment 23 concerning the DOE building. The Con Edison site is currently used by the utility and is not available

for redevelopment. However, the Proposed Actions are intended to facilitate the potential future creation of waterfront open space on the western edge of Con Edison site.

Comment 26: WQCLT requests that] the other City-owned sites on Anable Basin (Sites 63 and 69) should also be exempted from the high-rise mixed-use designation. These sites are environmentally inappropriate for dense building and should be converted to public parkland and an elementary school, as laid out in the Hunters Point North Vision Plan for Resiliency. (RRA_188, WQCLT_186)

Response 26: As noted in the DSOW, the Proposed Actions seeks to add public open space to the neighborhood through the modified WAP. In addition to new open space on City-owned land adjacent to Anable Basin, the Proposed Actions seeks to address other necessary objectives, including the provision of housing, including needed affordable house and other community amenities on these sites.

Comment 27: The EIS should consider the impacts of a new M-CORE designation, as Long Island City would be a perfect place to map it for the first time. (WQCLT_186)

Response 27: The newly created M-CORE (M3A) districts under the City of Yes for Economic Opportunity proposal were designed for the preservation of industrial uses, especially the most intensive uses. Noting LIC's centrally located, transit-rich and mixed-use nature, the Proposed Actions call for the establishment of M1A districts which permit both industrial and commercial uses.

Comment 28: Consider an alternative plan for a community land trust at the DOE building to establish affordable commercial, manufacturing, artist workspace, and community facilities. (Hantzopoulos_160)

WQCLT requests that our proposal for the DOE building at 44th Drive and Vernon Boulevard and the Hunters Point North Vision Plan for Resiliency be considered as part of the "with-action" scenario in the EIS. The DOE building site should be exempted from the proposed high-rise mixed-use designation; the designation would run counter to the Queensboro People's Space (QPS) proposal. Do not rezone the QPS Building (Block 489, Lot 1) to M1-5A/R8. (WQCLT_186)

No rezoning of the DOE building (site 67, Block 489, lot 1). I support the transfer of ownership of the DOE building to the WQCLT for deeply affordable manufacturing spaces, art spaces, a

shared commercial kitchen for street food vendors, the food co-op I am working to open, a community tool lending library, and more. The rents would be permanently affordable, because the building would be stewarded by the not-for-profit, community-controlled WQCLT. I recommend that the WQCLT's proposal to turn the DOE building into the QPS be considered. (Brown_116, Brown_187)

The DOE building at 44th Drive should be kept for public use, and include the QPS proposal as an essential component of the Plan. The QPS proposal would meet community needs with deeply affordable rentals below anything the current market can provide. (Salazar_WQCLT_195)

Rather than preserving the DOE building for the QPD, that site would be rezoned to a tall, mostly residential tower (Butler_021)

We ask that Site 67 (the DOE building site) be exempted from the proposed high-rise mixed-use designation. Do not rezone Block 489, lot 1—the QPS building—for M1/5a-R8. This would mean a with-action scenario in the Environmental Impact Assessment in which that parcel is zoned for a mix of manufacturing and community facility uses. (RRA_188)

Response 28: See responses to Comments 23 and 24. The DOE site will be conservatively assessed with a mix of residential, commercial and community facility space and waterfront open space in the DEIS.

Comment 29: As part of an alternative With Action scenario, evaluate two community-informed plans for sites on the Anable Basin waterfront: the WQCLT's proposal for the DOE building on 44th Drive and Vernon Boulevard (housing for small commercial and industrial businesses, working artists, and community-based organizations at below market rents) and the Hunters Point North Vision Plan for Resiliency (keeping several public sites on the Anable Basin waterfront in the public domain and activating them as part of a climate change adaptation and public realm improvement strategy). If residential or commercial development is contemplated on public sites, it should be developed by non-profit entities to achieve the highest levels of affordability in a neighborhood where rents have risen dramatically in the past 15 years, displacing low-income households, working artists, theater and dance companies, working-class jobs, and sole proprietor retail businesses (Wolf-Powers_049, Wolf-Powers_086)

Response 29: See responses to Comments 23 and 24. Housing reserved only for artists would violate Federal Fair Housing regulations. The

Proposed Actions would create affordable housing for New Yorkers in proximity to new and existing creative work spaces, which can potentially support residents' ability to both live and work within the neighborhood. Furthermore, creative and maker spaces can be incorporated on the ground floor of affordable housing developments to further strengthen affordability and access. As noted in this FSOW, an alternative development program is analyzed for the DOE building to assess the range of possible development outcomes that could occur.

Comment 30: Attention should be paid to the conditions that may or may not be imposed on the redevelopment of City-owned sites in the project area. The feasibility and timeline for building new housing on the City sites will greatly depend on the amount of affordability that will be required, and whether the City will be able to dispose of the antiquated DOE building or have to spend substantial funds to maintain it. (Fine_ONY_183)

Response 30: Comment noted.

Comment 31: OneLIC would hand to developers the public DOE building, which the community is urgently advocating be transformed into a much-needed service hub called the Queensboro People's Space. It would act as a meeting ground and point of connection between the communities of Queensbridge Housing and Hunters Point South. (Goren_LICC_093, Goren_LICC_123)

Response 31: See responses to Comments 23 and 24. Details of the build-out for the DOE site, which will include community space, will be provided in the DEIS

Comment 32: And without question, the community-based and well-researched alternate plans for the public sites at Anable Basin should be scoped (the Long Island City Coalition/Hunters Point Community Coalition [HPCC] Waterfront Plan, along with WQCLT's QPS plan). Devastating climate impacts, unequal economic development, and displacement in Long Island City suggest that an entirely new approach is warranted—and should be studied. (Dubnau_088)

Response 32: See response to Comment 23. Comment noted. Details of the build-out for the DOE site, which will include community and waterfront open space, will be provided in the DEIS

REZONING AREA BOUNDARIES/ZONING CHANGES

Comment 33: Get the Queensbridge Houses and Queensbridge Park within the scope of the plan, so that ideas for using development rights in a way which can bring more revenue into Queensbridge houses is a possibility. The geographical scope should also be extended to include the entirety of the underpass of the Queensborough Bridge all the way out to Sunnyside Yards. In addition, the entrances to the three subway stations—the F at Queensbridge and the N, W, and No. 7 train at Queensboro Plaza—should be brought in with the scope (Gates_RPA_110)

Response 33: While the above referenced areas are not within the area directly affected by the Proposed Actions, the Neighborhood Plan will look at a broader context area bounded by 36th Avenue to the north, 39th Street and Greenpoint Avenue to the east, Newtown Creek to the south and the East River to the west, for capital investments.

Comment 34: As the owners of 13-06 43rd Avenue, we would like the opportunity and the right to develop our property to the same height as our contiguous neighbors on Queens City Block 442. Councilperson Julie Won proposed that all property east of 13th Street be zoned to M1-6A (8.0 FAR). (Jessop_NAHI_147)

Response 34: DCP has revised the Proposed Actions to include the entirety of Block 442, including the above-referenced property, within the proposed M1-6A zoning district.

Comment 35: My recommendations are to drastically reduce the scope of the upzonings in Long Island City: the scenario of “no upzoning” along with rigorous study of displacement and climate risk should be prioritized in the scoping. (Dubnau_181)

Response 35: As noted in the DSOW, the DEIS will include a No Action Alternative, which assesses an alternative to the Proposed Actions in which the land use and zoning changes proposed by the City in connection with the Neighborhood Plan are not adopted. Further, as also described in the DSOW, direct and indirect residential and commercial displacement will be analyzed in the Socioeconomic Conditions chapter and climate risk will be assessed in the Greenhouse Gas and Climate change chapters of the DEIS.

Comment 36: There has been no mention of residential in the IBZ. The City must do more to consider long-term viability of the IBZ in the future

Industrial Action plan. Their environmental review should consider an extension of the proposed M1-5a to the south of itself to align with 43rd Avenue, as well as an extension of the proposed M1-6a to its west, to encompass 13th Street. (Won_NYCC_043, Won_NYCC_165)

Response 36: The Proposed Actions do not consider permitting residential use in the IBZ. DCP has revised the Proposed Actions to extend the proposed M1-5A zoning district southward to 43rd Avenue between 9th and 13th Streets. See response to Comment 31 regarding M1-6A.

Comment 37: ZDJ Vernon LLC, the owners of the property located at 45-40 Vernon Boulevard (Block 26, Lot 4) request that the property be included in the rezoning area under the Neighborhood Plan. Including the property within the M1-6A/R9 zoning district that is proposed for all other sites with frontage on Anable Basin would allow for a much more consistent zoning map. The property as currently proposed in the rezoning would remain M1-4, which would not allow for residential use and could result in development that is incompatible with the City's vision for the area. (Power_KL_150, Mulligan_KL_072)

Response 37: DCP has revised the Proposed Actions to extend the proposed M1-6A/R9 zoning district to include Block 26, Lot 4.

Comment 38: I respectfully request that you redraw the boundaries to incorporate my property, which is adjacent to Plaxall's property at 5-35 46th Road (Block 27 Lot 5), slated for rezoning to R7A. Our prime corner location, with easy access to public transportation, is ideally positioned to welcome new residents, just like the adjacent Plaxall properties. (Chen_155)

Response 38: DCP has revised the Proposed Actions to extend the proposed M1-3A/R7A district southward to 46th Road at a 100-foot depth on either side on Vernon Boulevard.

Comment 39: I am the owner of 42-38 13 Street and 42-33 12 Street (Block 459, Lot 129 and Block 458, Lot 87), which have been identified as possible development sites in the Plan. Please review the proposed rezoning; we should be given the same opportunity as adjoining neighbors to develop our property to 195 feet. (Park_SPP_Cornerstone_196)

Response 39: See response to Comment 36 The proposed M1-5A zoning district permits a maximum building height of 205 feet.

Comment 40: Please consider including 46-18 Vernon Boulevard (Block 27, Lot 1) in the proposed rezoning. Rezoning this property would significantly benefit the community and help drive economic growth, improve the quality of life, and support the City's long-term development plans. (Loi_BH_197)

Response 40: See response to Comment 38.

Comment 41: I am the property owner of 10-15 43rd Avenue, and urge you to consider higher density rezoning for the IBZ, including residential uses, and to include the M1-5 zoning from the north to be extended down to 43rd Avenue to include our site and neighboring properties. We believe a mixed-use neighborhood, a blend of industrial, residential, retail, and commercial help create a cohesive community. (Schinco_GOC_198)

I am a resident of Long Island City and own one of the few residential houses in the IBZ on 43rd Avenue. If this area of Long Island City is to continue to transform and support the needs of this community, I believe strongly that the plans for this area absolutely need to include more residential. The location of my house is a block where all the neighbors know each other. But as many have explained, the area is dark at night with few lights and not a lot of foot traffic. It would make sense to add more residential in this area to support the rapidly expanding neighborhood of Long Island City. And to support all of the fledgling businesses that are growing around this area, we need more people who live here. I support and ask you to consider higher density rezoning for the IBZ, including residential uses, and to include the M1-5 zoning from the north to be extended down to 43rd Avenue. (Stark_170)

We need to have developers be required to provide industrial space at affordable rents for users and have housing up above, which is helping to subsidize that [in the IBZ]. Mixed use rezoning, which would provide residential, industrial, and commercial floor area, would provide the financial wherewithal for property owners and developers to build new industrial and commercial spaces. The creation of open park and playground spaces within the residential and mixed-use areas would make it a place where families feel safe and happy. (SunaBritchkow_SS_040, Suna_135, Suna_SS_143)

I encourage you to allow mixed-use (including residential) to the area north of 44th Road. We need to maximize homebuilding rather than cling to preserving the IBZ.

I was disappointed that there's a large portion of the area north of 44th Road, with no exploration of bringing in mixed use development. I encourage DCP to explore something like they achieved in the Gowanus, rezoning and allowing a mix of manufacturing and residential development on these blocks. (Reddy_083)

Parts of the study area get no new residential because they're in the IBZ—I believe that's also showing a lack of vision for what the future of Long Island City can be. Light industrial uses are perfectly compatible with residential uses, and the residential need is great enough that the option should be considered. (Guttmann_114, Guttmann_169)

While we support the rezoning plan's objectives to enhance Long Island City's mixed-use character, we believe that the areas designated in the IBZ North should ALSO be recommended for re-zoning as mixed-use so that it allows for at least some, or any kind of, residential or housing development. Recent transportation, economic, and land use factors have made the IBZ obsolete. (Hsia_203, Hsia_091)

I represent stakeholders and business owners who occupy Queens, Block 392: Lots 1, 5, and 43, and the owners of Block 392: Lots 38, 39, 40, and 41 who have joined with us, and share the same vision with our group. Our site is currently proposed to be designated as Industrial/ Commercial M1-5A (Medium-High) in your land-use study. We are all small and minority, woman-owned business owners who have occupied the same locations for more than forty years. We have been sharing visions for Long Island City's future with you, and we respect and appreciate your expertise and efforts to improve Long Island City. However, with due respect, we believe that the genuine nature of our site has been overlooked and was not properly proposed. We know that we can perform more effectively and contribute much more to our neighborhood by changing the zoning for these lots to that of an M1-6A/R10 Mixed-Use (Highest) designation. We believe that the initial idea of IBZ had a good intention and vision, but our particular site location is currently no longer fit for an IBZ designation, both demographically, geographically, and from a practical standpoint. We request that our site be proposed to be designated as M1-6A/R10 Mixed-use (Highest) with Mixed Residential, Commercial,

and Light Industrial use, which would be the same as Block 411 and 412's designation. It would be the right and best solution to encourage economic growth and continue to fulfill the housing needs of Long Island City. (Hsia_099, Hsia_184)

Response 41: The study area contains portions of the Long Island City Industrial Business Zone (IBZ). However, the Proposed Actions do not propose to permit residential use within the IBZ. The Proposed Actions would rezone lots within the IBZ to increase the maximum permitted manufacturing and commercial FAR.

In the new paired zoning districts that are part of the Proposed Actions, special regulations will enable higher-density residential and certain industrial uses to be located either side-by-side or within the same building.

Comment 42: We respectfully petition DCP to consider extending the M1-5A designation on partial sections of blocks along Queens Plaza South, between Vernon Blvd and 13th Street, further south to align with our properties on 43rd Ave. (Park_162)

Response 42: See response to Comment 36 above.

Comment 43: The Domain Companies and the VOREA Group are purchasing 5-20 46th Road (Block 28, Lots 12, 15, 17, 18, and 121) and 5-01 47th Avenue (Block 28, Lot 21) from the Graduate Center Foundation, Inc., and seek to improve the property with student and faculty housing for the CUNY Graduate Center, residential housing (including permanently affordable housing), publicly accessible open space, and neighborhood retail. We are requesting that the midblock portion of Block 28, including the entirety of our site, be rezoned to an M1-2A/R7X zoning district within the Special Long Island City Mixed Use District, and that Lot 21 be rezoned to an M1-5A/R8 zoning district. We are also requesting that 5th street between 46th Road and 47th Avenue be treated as a wide street. This would allow our project to balance the need for increased residential and educational facilities with the creation of green spaces and the provision of affordable housing. (Papamichael_DC_VOREA_200, Papamichael_DC_VOREA_069)

I write to express my support for the zoning solution being proposed by the Vorea Group and the Domain Companies, in partnership with the CUNY Graduate Center for 5-20 46th Road (Block 28, Lot 121, 18, 17, 15, 12) and 5-01 47th Avenue (Block

28, Lot 2) as part of the Long Island City (LIC) Neighborhood Plan. (Richards_QBP_056)

Response 43: DCP has revised the Proposed Actions to extend the proposed M1-5A/R8 southward to 47th Avenue along 5th Street at a 100-foot depth. The Proposed Actions have also been revised to change the proposed M1-2A/R6A district along the midblock of Block 28 to an M1-3A/R7X district.

Comment 44: DH Vernon LLC and FPR Property Holdings LLC, the owners of the properties located at 10-01 45 Road (Block 50, Lot 1—the "North Block Site") and 45-27 Vernon Boulevard (Block 49, Lots 1, 5, and 44—the "South Block Site") request that the City's proposal be modified to include the following actions:

A rezoning of the North Block Site to a paired M1-5A/R8 district to a depth of 150 feet from Vernon Boulevard, and to a paried M1-3A/R7X district beyond 150 feet from Vernon Boulevard. The M1-5A/R8 district would allow a maximum FAR of 7.2, and the M1-3A/R7X district would allow a maximum FAR of 6.0; and

A rezoning of the South Block Site to a paired M1-3A/R7X district, allowing a maximum FAR of 6.0.

These modifications would result in additional floor area, producing more housing, including affordable dwelling units; create an appropriate scaled "end cap" to Anable Basin, including anticipated public access area at its eastern end; maintain an appropriate east-west transition from the high-density waterfront to the medium-density upland community, by allowing higher building heights on a portion of Vernon Boulevard than at the midblock; and create a north-south transition along Vernon Boulevard, with building heights stepping down from the North Block Site to the South Block Site, to meet the lower-density context to the south. (Wagner_KL_153)

Response 44: Comment noted. DCP has maintained the zoning districts as proposed, based on a guiding principle of transitioning down towards the built context of the Hunters Point neighborhood.

Comment 45: PLAX BL25 LLC, PLAX BL26 LLC, and PLAX BL27 LLC, affiliates of Plaxall, Inc. (collectively, Plaxall) owns properties along the north and south sides of Anable Basin, on Tax Blocks 25 and 26, and properties on Tax Block 27. For Block 27, which is proposed to be rezoned to a paired M1-5/R8 district within 100 feet of 5th Street and to a paired M1-3A/R7A district within the midblock,

within the expanded Special Long Island City Mixed Use District (LIC), Plaxall believes that the proposed zoning unnecessarily limits the allowable density on the block and misses an opportunity to facilitate the production of additional mixed-income units. We recommend that the portion of the block that is currently proposed to be rezoned to an M1-3A/R7A district also be rezoned to an M1-5A/R8 district, and that the portion fronting on Vernon Boulevard that is currently excluded from the proposal be mapped in a paired M1-3A/R7A districted and in the expanded (LIC) district. This could result in an additional approximately 380 mixed-income housing units more than what could be built with the Proposed Rezoning.

Plaxall supports the concept of using zoning regulations to facilitate the provision of schools within the Special District, but proposes the exemption of the school from floor area should be as-of-right, without any requirement for a CPC Authorization or other approval. Also, bulk modifications that are able to be described with precision in the text and directly attributed to the provision of a school should be allowed on an as-of-right basis without any further CPC approval, or at most, by certification by the CPC Chairperson.

The framework for facilitating the development of schools through an exemption of floor area can, and should be applied to recreation centers and other community facilities uses that have been identified as community needs. Refinement of the category of eligible community facility uses could be achieved through the Special District text.

To preserve flexibility and facilitate efficient growth, an as-of-right mechanism should be incorporated into the Special District text to allow floor area to be reallocated between blocks that are adjacent but for the presence of an intervening street. (Wagner_KL_185)

Response 45: DCP has revised the Proposed Actions to extend the proposed M1-5A/R8 on Block 27 across the midblock to a depth 100 feet from Vernon Boulevard. See response to Comment 38 regarding zoning districts for lots on Block 27 facing Vernon Boulevard. The Proposed Actions have also been revised to allow space occupied by schools to be exempt from floor area calculations for sites within the newly established subdistricts of the LIC Special District. An authorization would also be created to allow for additional flexibility in the building envelope to developments utilizing the new school floor area exemption rule. The Proposed Actions have been revised to include Special District text that will permit floor area to

be moved from waterfront lots to upland lots where there is common ownership.

Comment 46: The PAL Daycare Facility needs renovation, and residents should be offered child care discounts and scholarships. (Anonymous_154)

Repair and expand the PAL Early Childhood Center: Repairs have been needed to this center for a long time, and our children deserve the same resources and amenities as any other child in the city. We need additional capacity as the number of children in the development and surrounding area has increased. (Jara_177)

Renew Queens low / free cost space for shared after school and weekend programs for toddlers such as theater. (Anonymous_046, McNamara_167)

Response 46: As described in the FSOW, the DEIS will include an analysis of the potential for the Proposed Actions to result in publicly funded early childhood programs. If significant adverse impacts are identified, mitigation measures to address the impacts will be proposed.

Comment 47: The EIS should evaluate an M1-6A/R9 district for the block bounded by 44th Drive, Vernon Boulevard, 45th Avenue, and 5th Street (Tax Block 24), which could yield more housing and waterfront open space. Both the block directly to the south of Block 24 and the block one north are proposed M1-6A/R9 districts. To create a consistent framework, the zoning text should allow zoning lots on Block 24 to be eligible for a floor area bonus if the owner of an adjacent waterfront property commits to add additional waterfront open space on its property equal to what the Block 24 zoning lot would generate. The change would result in approximately 35 additional units of housing, including affordable housing, and in an increase of 4,336 square feet of waterfront open space at Anable Basin. (Meyers_FF_171)

Response 47: DCP has maintained the proposed M1-5A/R8 zoning district as detailed in the Draft Scope of Work. The Proposed Actions already provide an opportunity for a floor area bonus in response to creating additional open space. See response to Comment 45 regarding transfer of floor area between waterfront lots and upland lots with common ownership.

Comment 48: My name is Luo wu Zheng, and I am the property owner 46-18 Vernon Blvd. Long Island City, NY 11101 (Block 27, Lot # 1). In

reviewing the proposed rezoning map, I noticed that my property is not included in the plan. I would appreciate your redrawing it so that my property can be included along with my neighbor at 5-35 46th Road (Block 27, Lot #5) in same the Rezoning Plan R7a. (Zheng_156)

My name is Richard Sakai, and I am a good friend of the owner Luo Wu Zheng of 46-18 Vernon Blvd, Long Island City, NY 11101 (Block 27, Lot # 1): Conducting business as Dai Hachi Sushi. I am writing to plead with you that you reconsider the rezoning line and include Mr. Zheng's property in the new redevelopment plan. While reviewing the proposed rezoning map, I noticed that his property is not included in the plan. I respectfully request that you redraw the boundaries to incorporate his property. (Sakai_190)

Response 48: See response to Comment 38.

Comment 49: Add 46-06 Vernon Boulevard to the Rezoning area (Tomassetti_131)

Response 49: See response to Comment 38.

Comment 50: I represent Chang Realty Group and Spp. Cornerstone at 42-33 12th Street and 42-38, 13th Street. We were identified as a projected development. We would like to be zoned the same height as our neighbors. The current zoning limits the ability to create more space for businesses and community facilities for our neighbors. Zoning should be equitable and inclusive. We ask city planning to grant the same zoning as our neighbors. (Chang_CRG_084)

Response 50: See response to Comment 36.

Comment 51: My name is Arun Vasudev, and I am writing on behalf of my father, Mr. Binder Vasudev, the owner of the properties located at 13-05 43rd Ave, 13-15 43rd Ave, and 42-56 21st Street. These properties currently house our beloved Indian diner, 5 Star, as well as our beautiful state-of-the-art banquet hall, 5 Star Banquet Hall, which serves as a premier venue for large, multicultural private events. We are writing to express our strong support for the rezoning of these properties from commercial IBZ zoning to mixed-use zoning. We believe this change is not only beneficial but essential for the sustainable development of our community for the following reasons:

1. Meeting the Demand for Housing

2. Enhancing Economic Vitality

3. Promoting Sustainable Development

4. Improving Quality of Life

5. Alignment with City Planning Goals

We urge you and the planning committee to consider the myriad benefits of rezoning our properties. (Vasudev_148)

Response 51: See response to Comment 153.

Comment 52: We ask that all Project Areas remain intact and are not rezoned, especially Project Areas M1-5 (Blocks 392, 409, 410, 411, and 412) and M1-3, and M1-4. Rather, we ask for rehabilitation projects of current buildings and resilience projects along the waterfront instead. (RRA_188)

Response 52: The Proposed Actions are needed because under existing zoning, new residential development is not permitted in key areas and along many major corridors. Businesses located within the IBZ are also restricted from expanding in response to the growing residential population directly east. The Proposed Actions would comprehensively update 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, Downtown Brooklyn, and Manhattan.

Comment 53: Consider changes to the zoning that allow for construction of the most new housing possible and construction of housing at the highest room count and square footage possible (Faheem_023, Faeem_081)

Response 53: The Proposed Actions are intended to increase the capacity for housing in Long Island City, an area with excellent transit access and in close proximity to the Midtown and Long Island City Central Business Districts. The proposed zoning would allow residential uses along the waterfront, in areas where no residential uses are permitted today, at high densities that would promote the redevelopment of underutilized properties. In addition to the Proposed Actions, the recently adopted City of Yes for Housing Opportunity would enable more housing and a wider variety of housing types across New York City. The zoning reforms include

the elimination of residential parking requirements near transit, and the conversion of office and other buildings into housing.

Comment 54: Maximize the zoning to go beyond 12 FAR (Salim_025, Salim_077)

City of Yes seems to allow upzoning (increases to R11 and R12 zoning); we should utilize that to increase housing density (Shields_004, Shields_105)

Employ the City of Yes initiative's new R11 and R12 zoning districts in the new high-density mixed-use sections contemplated by the Plan. These sections of the Study Area have excellent mass transit service with access to the F, N, W, 7, E, and R trains—and ideally suited for the highest residential density. I believe this new initiative provides the perfect tool for adding the housing necessary to achieve the Plan's objectives. (Khan_002, Khan_079, DeCerbo_REBNY_054)

The City should consider drawing an R11 or R12 district on the industrial area north of Queens Plaza, bounded by 21st and 23rd Street and R11 or R12 district would be particularly apt on the 23rd Street Corridor. I think that the city could go much bolder along 44th Drive—R9A or R10A at the very least, or even R11 or R12 for a statement—again, especially as Long Island City is exactly the kind of neighborhood contemplated for those newly legalized densities. (Thomas_201)

Response 54: See response to Comment 139.

Comment 55: Locations should be evaluated to determine if 12 FAR residential zoning make sense. (Miller_194)

Response 55: See response to Comment 139. The proposed zoning will include a 12 FAR district. The DEIS will describe the proposed zoning districts in Chapter 1, "Project Description." An assessment of land use and zoning will be contained in Chapter 2, "Land Use, Zoning, and Public Policy."

Comment 56: The current plan unnecessarily restricts how much affordable housing can be built by restricting major thoroughfares and transit nodes to only R8 zoning. For example, blocks on 44th Drive adjacent to the major Court Square transit hub should be expanded to R10 (Kalliagas_053)

Response 56: The Proposed Actions call for high density R9 and R10 districts to be located closest to the context of the Long Island City core and the waterfront, where there is greater access to light and air. The DEIS will assess the potential for land use and zoning impacts of the Proposed Actions as detailed in the FSOW.

Comment 57: Expanding the study area to include 40th Avenue to 37th Avenue and 21st to Vernon Boulevard would unlock residential development, create thousands of affordable units, and benefit the community at large. (Taylor_UU_041, Taylor_UU_075)

Response 57: The above-referenced blocks are not proposed to be rezoned to a district that permits residential use.

Comment 58: There needs to be more R10 zoning to ensure more affordable housing. (Barsamian_179)

Reviewing the draft Long Island City Plan, not enough affordable housing is being built in key areas including the waterfront and 44th Drive. By designating R8-R9 zoning in this area, it reduces the amount of affordable housing that can be built in an area with transit access. To create more affordable housing, this area should be zoned to R10, similar to Court Square. (Anth_034)

The City should at least be considering R10 across the entire waterfront, and perhaps even denser, given Long Island City's existing high-density context. Similarly, it seems like the entire area owned by Con Ed has been left out of the rezoning. Lastly, there exists a site already zoned for R10 densities on the waterfront where the City is planning to extend an MIH overlay without a density boost; if for no other place, I believe the City should consider rezoning this for a greater density to avoid a takings lawsuit from that particular owner.

My biggest takeaway concerning the IBZ is that as it covers so much of the rezoning area, we really need to maximize the opportunities for housing outside of it. On that note, there is one block outside the IBZ-bounded by Queens Plaza South, Vernon Boulevard, 43rd Avenue, and 9th Street that the City is currently planning to keep solely zoned for commercial uses at M1-6A density. Given this block is not in the IBZ, I believe the City should allow residential uses on it; ideally, at the same density across the street or north of Queens Plaza-R10, or above. (Thomas_201)

Response 58: The Proposed Actions would map high density R9 and R10 districts closest to amenities that support density such as transit,

light and air, and amenities. The Actions also respond to the lower density context of the Hunters Point neighborhood by transitioning in density. Block 462, while outside of the IBZ, would maintain an M1-5A in the Proposed Actions based on proximity to industrial institutions and existing uses.

Comment 59: Some blocks in the study area aren't getting rezoned at all, and I think that's a mistake. (Guttmann_169)

Response 59: The waterfront blocks west of Vernon Boulevard and north of 44th Avenue would be within the expanded Special Long Island City District (LIC) and subject to certain waterfront zoning requirements and other measures required through the expanded LIC Special District, however, the underlying zoning districts would not be changed.

Comment 60: Consider the impact of R10 zoning near Queensbridge Houses and replacement with contextual zoning that requires 100 percent affordable with levels that NYCHA residents can qualify for. Current Mandatory Inclusionary Housing (MIH) requirements still result in overwhelming the neighborhood with luxury high-priced rentals. Include a higher percentage of MIH than legally required given the enormous increase in land value through the zoning. (Hantzopoulos_160)

Response 60: The DEIS will include an analysis of the Proposed Actions' consistency with zoning and its potential for significant adverse impacts. As proposed, by allowing residential use and implementing the MIH program, housing could be built on an as-of-right basis and would be subject to MIH requirements. The Proposed Actions would map MIH, which would help facilitate mixed-income communities by requiring approximately 20 to 30 percent of residential floor area be set aside as permanently affordable housing. MIH is the most readily available option for the development of permanent affordable housing, including deeply affordable housing, on private sites.

Comment 61: The current plan would further segregate residential and industrial zones. By allowing residential and industrial uses in harmony, both industrial space and residential units would be more affordable, and safety in the neighborhood would improve because the uses would not be segregated. (Mohanta_SS_039)

Response 61: The Proposed Actions would comprehensively update zoning to permit a wider range of uses including residential, commercial,

retail, light-industrial, arts-related, community facilities, and new open space The proposed underlying mixed-use districts would permit residential and some light manufacturing uses. However, residential use would continue to be prohibited in the IBZ. In order to respond to calls for a stronger mixed-use character, the Proposed Actions have been revised. The proposed M2-3A district has been replaced with a M1-4A district, except north of 43rd Avenue where it is replaced with a M1-5A district and portions of Block 442 where M1-6A is proposed across the entire block. This would maintain the same use allowances, but would equally encourage commercial and industrial uses, whereas the M2-3A would provide a preference to industrial.

Comment 62: The rezoning should be modified to further reduce industrial floor-area-ratio (FAR) in favor of more residential. (Dholakia_189; Miller_194)

Response 62: In addition to housing production, a primary goal of the Proposed Actions is to support existing businesses, including creative industries, increase local employment, and improve access to diverse quality jobs. Allowing a higher FAR for industrial uses and expanding the types of non-residential uses allowed in much of the Project Area would support existing business and the growth of new and diverse industries.

Comment 63: The high cost of groceries in this area is another issue so affordable supermarkets would greatly benefit to our residents. (Rahman_080)

Re affordable grocery shopping in Long Island City discussed at the recent Public Scoping Meeting we are fortunate to have Trader Joe's. However, the other pre-existing markets are suffering because many people are choosing TJ's instead. That, combined with high rents makes it difficult for markets to be affordable and competitive. We had the Natural Frontier Health Food Market in the neighborhood for 10 years. They were forced to close because of rent gouging, leaving the community without a health food store. (Shtern_145)

We need incentives for affordable supermarkets. Is the FRESH program part of the rezoning? (Salim_025, Salim_077)

Make the Study Area a FRESH Zone. For the creation of truly livable neighborhoods and to avoid "food deserts", proper grocery options must be numerous and sufficiently sized. The FRESH

program is an ideal method of encouraging this, and must be brought to the Study Area before it is built out. By incorporating available FAR bonuses with the above-reference R11 and R12 districts, developers and property owners will be appropriate incentivized to provide this community need. (Khan_002, Khan_079)

Response 63: A FRESH zone currently covers the Project Area north of Queens Plaza North. While the provision of grocery stores is beyond the scope of this environmental review, the Proposed Actions would permit a range of commercial uses including grocery stores.

Comment 64: Residential possibilities are not included in a large portion of the study area between 44th Road and Queens Plaza South. While protecting manufacturing jobs is an important goal of the plan, we believe that the mixed-use zoning that was implemented in the Gowanus Special District could be a beneficial option for this area, allowing both residential and manufacturing to thrive together. (Fine_ONY_183)

Response 64: The Proposed Actions seek to support existing businesses and expand industrial employment in the IBZ by increasing industrial FAR and allowing a wider range of non-residential uses. The underlying zoning in most of the Project Area includes paired manufacturing and residential districts similar to the Gowanus Special District.

Comment 65: **Make New York City public school space exempt from ZFA calculations.** By incentivizing private landowners and developers to work with the School Construction Authority to provide additional school capacity, this measure will align developer objectives with those of the neighborhood (Khan_002, Khan_079, Sullivan_032, Sullivan_111).

Response 65: As described in the FSOW, to encourage the creation of schools, a floor area waiver for space occupied by schools is included as part of the Proposed Actions.

Comment 66: **Add building code provisions that raise base building height to 180 feet.** Greater numbers of occupants in a building's base lowers the building's overall construction cost. This will result in a further increase in housing stock for the neighborhood and provide opportunities for flexibility in development and location of community and building amenities in the upper floors of a building's base (Khan_002, Khan_079)

Response 66: The proposed underlying zoning districts are comprised of contextual zoning districts, which include base heights and streetball location requirements, to regulate the height and bulk of new buildings to ensure the built form is consistent with the scale of surrounding buildings. This will be further assessed in the DEIS Chapter 1, "Project Description," and Chapter 2, "Land Use, Zoning, and Public Policy."

Comment 67: **Make all bedrooms after two exempt from ZFA calculations.** This will encourage larger unit sizes and promote occupancy from families and long-term residents. There is a dearth of options for family units in Long Island City and the greater New York Area. (Khan_002, Khan_079)

Response 67: Comment noted.

Comment 68: Prohibit developers from using ground-level floor area as exclusive building amenities or real estate offices or similar uses that are "unfriendly" to pedestrians. Turning what should be public-facing retail into residents-only activities disconnects frontage from the community, deactivating the streetscape. The City must require ground-level uses to be public-facing and community-oriented. (Khan_002, Khan_079)

Response 68: As discussed in the Draft Scope of Work, the zoning text amendment to the special district regulations would mandate streetscape improvements and ground floor design standards to enhance pedestrian experience. The Proposed Actions have been designed to activate the ground floors and street frontages with requirements for active non-residential / commercial uses and minimum levels of transparency. These regulations will be described in the DEIS.

Comment 69: **Permit "As of Right sidewalk cafes"** allowing small businesses to avoid cumbersome licensing requirements while adding to street activation and vibrancy. (Khan_002)

Response 69: Outdoor dining is allowed in accordance with the City's "Dining Out NYC Program," administered by DOT. However, this is beyond the scope of the environmental review.

Comment 70: **Prohibit street-facing parking**. Parking is the single greatest drag on pedestrian connectivity and open space. To accomplish

the Neighborhood Plan's objectives, parking must be kept away from the street. (Khan_002, Khan_079)

Response 70: New York City's parking regulations govern where vehicles can stop, stand and park in the city. Street parking falls under the purview of the DOT, and enforcement is carried out by the New York Police Department (NYPD). The Zoning Resolution does not govern on-street parking. The streetscape improvements as noted in response to Comment 68 would also set limitations on parking entry locations within the LIC Special District.

INDUSTRIAL BUSINESS ZONE

Comment 71: Integrating residential uses into the IBZ will not only support the City's goals of creating more housing units, but also provide a much-needed boost to the local economy and enhance the quality of life for those who live and work here. Businesses want residential uses to help make the IBZ area feel safer and more walkable to attract customers and patrons (Ritter_122; Tomassetti_131; Pavone_010)

Throughout the planning process, the community's desire to allow industrial-residential mixed-use developments in the IBZ was evident. Businesses are frustrated that the IBZ designation isolates them from Court Square and the Hunters Point waterfront. Integrating residential uses into the IBZ will support the City's housing goals, boost the economy, and enhance the quality of life for all who work and live here. It will make the area feel safer and more walkable to attract customers. (Levinson_013)

We need residential, particularly in the core of the IBZ. At night, these streets are not hospitable to pedestrian traffic, and by adding residential to these areas, you add eyes on the street, and increase public safety and access to all areas within the IBZ (SunaBritchkow_SS_140)

The time has come to end the IBZ in this part of Long Island City, and to allow for high-density residential construction. The new policies should include a required affordable housing component. (Singer_Silks_130)

DCP should explore options for including residential uses in the IBZ as part of rezoning efforts. By doing so, we can create a more resilient and adaptable Long Island City that benefits all stakeholders. (Jessop_NAHI_147)

DCP should consider expanding residential into the IBZ, in addition to its proposed plan for higher commercial density. Incorporating residential zoning alongside industrial and manufacturing uses in the IBZ is essential for revitalization. A mixed-use zoning strategy in the IBZ will significantly enhance the OneLIC Neighborhood Plan, ensuring its success and sustainability. (Cho_Artego_151)

The Proposed Plan is not enough to revitalize the IBZ and manufacturing sites will continue to remain underutilized, vacant, or occupied by low-job-generating uses. The possibility of locating residential development within appropriate areas of the Long Island City IBZ should be considered. (MCG_157)

While we support most aspects of the Plan, there are better opportunities to connect the IBZ to the rest of the neighborhood. Residential uses in the IBZ with mandatory industrial/commercial development on each site would ensure that businesses could remain; a mixed-use zone with residential, industrial, retail, and commercial uses should be considered. (Rothrock_LICP_051, Rothrock_LICP_062)

Response 71: See response to Comment 41. As IBZs are designed to retain and promote industrial activities, the Proposed Actions would not rezone this area for residential use.

Comment 72: I am writing to express my support for a zoning change in the Long Island City IBZ, specifically the section bordered by the Queensboro Bridge to the north and Vernon Boulevard to the west, to allow for mixed-use development, including residential units. (Gilani_161)

Response 72: Comment noted. See response to Comment 71 above.

Comment 73: The development of residential units could help offset construction costs and support the development of modern industrial and commercial facilities. DCP should explore how residential development could coexist with industrial and commercial uses within the IBZ. (DeCerbo_REBNY_054)

Adding residential to the Long Island City Core IBZ would offset the costs of new construction, allowing developers a financially feasible way to bring new spaces to the market and create new jobs within the IBZ. (Mohanta_SS_039)

Response 73: The intent of the new mixed-use zoning districts is to support a variety of uses including residential, commercial and industrial to exist side-by-side or within the same building.

Comment 74: Need additional lighting, sewer infrastructure, and electricity hookups [in the IBZ] (Won_NYCC_043, Won_NYCC_165)

Response 74: As noted in the DSOW, an analysis of Water and Sewer Infrastructure will be included in the DEIS. Lighting and electricity hookups are not the subject of this environmental review.

Comment 75: I oppose the prohibition of housing in the IBZ. IBZ zoning is not a productive use of the land and has resulted in a proliferation of unpleasant uses—gas station, car dealerships, and auto body shops—and very few good jobs. If the highest and best use of land is new housing or an office building, we shouldn't use zoning to compel a less productive use of land. (Zoorob_018)

Response 75: See response to Comment 71.

Comment 76: Study the impacts of DCP's new manufacturing district, M-CORE, in the Long Island City IBZ (Wolf-Powers_049, Wolf_Powers_086)

Response 76: See response to Comment 27.

Comment 77: Base massing on the street width within the IBZ. (Zirinsky_042)

Response 77: Comment noted.

Comment 78: I have concerns about the proposed zoning changes within the IBZ, particularly the inconsistencies in density designations. I request that my property in the proposed IBZ rezoning (Block 461, Lot 9) and the adjacent properties be rezoned to M1-5A, similar to the northern side of my block on Queens Plaza South, extending the proposed zoning to include my entire block up to 43rd Ave. In conclusion, I urge you to consider higher density rezoning for the IBZ and, if possible, to incorporate residential uses into the IBZ, fostering a more resilient Long Island City. (Park_096, Park_158)

Response 78: See response to Comment 41, regarding the allowance of residential use in the IBZ. See response to Comment 36 regarding inclusion of properties in M1-5A district.

Comment 79: Increasing height and density in IBZ with the aim of reducing commercial rents may not always lead to lower rents because of the following issues: demand may outstrip supply, market speculation, Increased construction costs, local market conditions, loss of jobs, supply chain issues, local economic conditions, disruption of existing micro-economy, gentrification effects,

neighborhood transformation, and infrastructure strain and health concerns. The OneLIC plan offers no plan to prevent or mitigate the above issues. The EIS needs to base its conclusions on actual market data not theory.

Projections need to take into account historic trends so that the presumed supply vs demand graph takes into account factors that can cause demand to continue to outpace supply. (CB2/QBP_144)

Response 79: The Proposed Actions are intended to enhance and support manufacturing and industrial businesses. Additional density in manufacturing districts would allow for new and expanded space for businesses and job growth. The Proposed Actions would expand the range of permitted non-residential uses in manufacturing districts to allow for increased flexibility.

OPEN SPACE AND THE WATERFRONT

Comment 80: Anable Basin should be seen as a waterfront walkway belonging to the community and should be turned into a park or community center. It should be made climate resilient. (Akrouk_035)

Response 80: As described in the Draft Scope of Work, with the Proposed Actions, the existing WAP includes Anable Basin. The modified WAP would facilitate a shore public walkway around Anable Basin and upland connections from the basin to nearby streets. The shore public walkway would be elevated for resiliency.

Comment 81: Work must begin immediately to reopen the green space at Murray Playground, the largest inland green space in Long Island City, with the only public dog park in the Court Square area. (Anonymous_046, McNamara_167)

Response 81: The DEIS analysis of open space will describe any closures of publicly accessible open spaces due to repair or renovations.

Comment 82: Support and funding for the Long Island City Ramps project, also known as the Underline at Dutch Kills, and new open spaces under the bridge ramps. (Anonymous_046, McNamara_167)

Response 82: Funding for the Underline at Dutch Kills is outside of the scope of the zoning actions.

Comment 83: We should not allow more residential building to be built unless we can provide public space for Long Island City residents, for both young and old (Hang_037)

It is essential that new housing is matched by increased green spaces. (Sechrist_HPPC_164, Sechrist_HPPC_064)

The proposal should ensure that adequate open spaces are preserved or created, including parks and green corridors, to maintain a healthy and livable urban environment, including soccer fields and baseball fields—not just walkways. Additionally, ensure that new developments include provisions for adequate open spaces, such as parks and recreational areas, to support community health and well-being. (Bieri_176)

Both CD1 and CD2 have close to the lowest ratios of open space to population densities. The projected additional densities will exacerbate that deficit. Evaluation and mitigation should include not just development along the waterfront (Rainey Park), but also within the areas north and east of the study area that include IBZs and new development as a result of the Dutch Kills Special District where workers and new residents will require access to open areas. (Erion_CB1_173)

The city has not provided additional park space to support population growth in the area. (CB2/QBP_144)

Response 83: As described in the Draft Scope, the Proposed Actions would promote the creation of connected waterfront open spaces along the East River and Anable Basin. The Proposed Actions would also modify 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. The proposed open space will be described in the DEIS. In addition, as described in the FSOW, the Proposed Actions would create a new authorization to allow the public plazas in new developments in exchange for a floor area bonus. The potential for significant adverse open space impacts will be considered in the DEIS. If impacts are identified, the DEIS will propose mitigation measures to address the impact.

Comment 84: With new residents and workers, existing open spaces will become overutilized. Creating new public parks beyond just waterfront access areas, funding expansions of current parks, and requiring on-site open space amenities should be maintained (Kumar_129)

We have limited park space, and the parks we do have are always packed. (Brecker_094)

Response 84: See response to Comment 83 above. Additionally, the Open Space chapter for the DEIS will provide an assessment of the project-generated demand on area open spaces.

Comment 85: OneLIC may reduce access by amending the WAP. It gives away the neighborhood's last public waterfront properties needed to expand parking and will decrease open space per capita, which is currently the third lowest in New York City, in Long Island City. (Goren_LICC_093, Goren_LICC_123)

Response 85: The Proposed Actions would expand public open space and facilitate the redevelopment of City-owned property with mixed-use developments affordable housing, commercial and community facility space and new open space.

Comment 86: NYLCV strongly supports the proposed waterfront open space along the East River, in addition to the modification of the existing waterfront access plan to guide the development of new, high-quality open space that will connect the waterfront with the surrounding community. NYLCV hopes the City will continue working towards a connected greenway in Queens, especially with the NYC Ferry stopes along the East River. (Soomro_NYLCV_180)

City-owned property on the waterfront should be built into publicly-accessible parkland that expands and elevates the Greenway in its current form. The Vernon Blvd. section in the neighborhood plan is currently industrial, dangerous, incomplete, and unpleasant. (CB2/QBP_144)

Response 86: Comment noted. The DEIS will include a description of the waterfront open space that is proposed with the project.

Comment 87: Let's use our streets as open space. Long Island City needs open space to make it pedestrian- and bike-friendly. (Salim_025, Salim_077)

Response 87: The Proposed Actions would not preclude programs that utilize streets for open space, such as DOT's Open Streets and the Public Space Programming initiatives. Additionally, as described in the Draft Scope, the Proposed Actions would mandate streetscape improvements and ground floor design standards to enhance the pedestrian experience. The proposed changes to the City Map

would also support goals of enhancing circulation and providing better access to waterfront sites.

Comment 88: Use DOT parcels under the bridge for public open space (Won_NYCC_043, Won_NYCC_165)

Response 88: Comment noted. The Long Island City Ramps proposal, also known as The Underline at Dutch Kills, located east of the Project Area at Dutch Kills Street and Jackson Avenue, is on DOT property. It will include a playground, dog run, seating, an urban grove, an outdoor ball court, and other amenities. See response to Comment 25 regarding DOT parcels under the Queensboro Bridge.

Comment 89: Expand Gantry Park from the Anable Basin to Queensbridge Park (Shields_004, Shields_105)

Connect Queensbridge Park with the rest of the parks along the Long Island City waterfront. (Jara_177)

I would also say that the Hunters Point Coalition and the Long Island City Coalition have a plan which calls for much more resiliency. Something more like a waterfront park running all the way from Anable Basin up to Queensbridge Park and providing a real linkage there with Queensbridge houses. (Brooks_087)

The waterfront potential between Queensbridge Park and Anable Basin, connecting with the vibrant Gantry State Park public waterfront parks and open spaces should be unlocked. WEDG criteria for community access and connections to the waterfront drive projects to prioritize improvements to the waterfront that offer benefits to the community. WEDG requires a minimum of 20 percent of the site be publicly accessible for mixed-use and residential development. (Waterfront Alliance_172)

Response 89: The proposed WAP, which will be described in the DEIS, would facilitate the potential future establishment of waterfront open space connecting Gantry State Park with Queensbridge Park.

Comment 90: Open a new indoor YMCA recreation center with a pool and an outdoor community pool in Queensbridge Park. Pools are not just a place for recreation but are also educational and community-building. (Anonymous_046, Jara_177, McNamara_167)

Designate and create a dog park. We could use one in Baby Queensbridge Park. Our pets deserve better recreational facilities

and this will lead to cleaner streets in Queensbridge. (Anonymous_154, Jara_177)

Response 90: Specific programming of Queensbridge Park is with NYC Parks and is outside the scope of the Proposed Actions. As detailed in the DSOW, if significant adverse impacts are identified as a result of the impact analyses provided in the DEIS, mitigation strategies will also be identified.

Comment 91: Swimming was one of the original promises that came with Gantry State Park as evidenced on their signage and is still unrealized. It's long overdue for the governmental agencies to be accountable for this to become a reality. I say yes to more trees, parkland and eco green spaces instead of toxic, carcinogenic astro turf (synthetic grass). (Shtern_145)

Response 91: Comment noted. The waterfront open space to be provided with the Proposed Actions will be described in the DEIS.

Comment 92: Upgrade and renovate the children's playground area in Queensbridge Park and grant community access to the vacant community room in the new park (Anonymous_154)

Response 92: See response to Comment 90.

Comment 93: Will this Long Island City Budget Allocation include the renovation of the park area from 21st Street down to Vernon Boulevard under the Ed Koch Bridge as the former Queensbridge Baby Park (Taylor_008)

Response 93: See the response above to Comment 90. NYC Parks is also currently expanding and reconstructing Queensbridge Baby Park.

Comment 94: I am not against building per se but what about green that could be provided for in the planning process? (Belden_163)

Let's plant trees. And let's create new parks and open spaces along the waterfront. (Ort_199)

The neighborhood in which many of us worked very hard (and for many years to afford to purchase) would like to see our green space preserved. There is not enough green space planning and there are too many zoning recommendations for building more housing. (DeMars_152)

Response 94: As discussed in the Draft Scope, the provision of new waterfront open space and trees is included under the Proposed Actions in

connection with the modified WAP and a proposed floor area bonus for the creation of waterfront open space.

Comment 95: Create a center/parks/gathering place from the open parking lots. (Zirinsky_042)

Response 95: The Proposed Actions would create new waterfront open space on portions of City-owned properties that are currently used as parking for city employees.

Comment 96: We need a connected waterfront, and many agencies must work together from the city to the state and the fed, particularly the US Army Corp of Engineers. (Velasquez_059)

Response 96: As stated above under the response to Comment 94 the DEIS will include a full description of the waterfront open space to be provided with the Proposed Action.

Comment 97: It must include commitments to improve infrastructure and public space, especially with regard to resiliency. (Mamdani_060)

Response 97: See response to Comment 18. As described in the DSOW, the DEIS will assess the potential for the Proposed Actions to result in significant adverse impacts to sewer and water infrastructure, open space, and climate change. If significant adverse impacts are identified, mitigation measures to address the impacts will be disclosed in the DEIS. Further, the DEIS will consider future coastal flood and sea level rise projections in the Waterfront Revitalization Program Policy 6.2 assessment.

Comment 98: It must include a continuous, equitably accessible waterfront, particularly for our neighbors at Queensbridge Houses that is also designed for climate, resiliency, and the coastal flooding facing Long Island City. (Mamdani_060)

Response 98: The Proposed Actions would facilitate a future connection between Gantry Plaza State Park and Queensbridge Park, which is across Vernon Boulevard from Queensbridge Houses.

Comment 99: There's a shortage of places to put boats in and take them out of the water. Any waterfront development should consider kayak access. (Gruber_LICCB_065)

Response 99: Comment noted.

Comment 100: Our understanding of current City policy is that DEP Bureau of Coastal Resilience has expertise in coastal flood mitigation, but we do not see their participation mentioned in the DSOW. We also urge that DCP reach out and coordinate with other waterfront planning efforts for this same area, including the one currently being undertaken by Long Island City and Hunters Point Coalitions (LICC/HPCC) and funded by the State. It makes no sense for publicly funded and qualified expertise not to be engaged in this process. (CB2/QBP_144)

Response 100: DCP will be coordinating with DEP for the DEIS infrastructure chapter and will also coordinate coastal flood mitigation and waterfront planning efforts with other agencies.

Comment 101: From both an urban design and an equity point of view, the incorporation of new public park space and a significant community amenity will create a more welcoming and more visually interesting public waterfront than a continuous row of new, predominantly market-rate residential towers. (CB2/QBP_144)

Response 101: As discussed in the DSOW, the Proposed Actions would facilitate the creation of public open space at the waterfront through the Waterfront Access Plan.

RESILIENCY AND SUSTAINABILITY

Comment 102: The planners are ignoring overwhelming evidence of flooding along the waterfront, proposing residential towers where we should have resilient public parkland instead. (Butler_021)

The OneLIC plan also ignores the climate crisis and the other resiliency-grounded plans. (Brecker_094)

Why is the City considering building more buildings in a flood zone? (Belden_163)

OneLIC fails to account for the economic risk of building along the Long Island City waterfront and the fact that insurers are increasingly rejecting requests for policies on new construction in floodplains. (Goren_LICC_123)

The current plan is neglecting the waterfront, which is rapidly changing due to climate change. I request that you please consider the flood zone that you'll need to remediate. (Herrera_097)

I hear a lot of concerns about the environment and flooding from my friends in Long Island City. I think it's very important that the community's input be involved. (Cogdell_109)

Response 102: The Draft Scope of Work identifies the objectives of the Proposed Actions, which include planning for a more resilient waterfront and sustainable Liong Island City. The DEIS will contain an analysis of climate change and future coastal flood and sea level rise projections in the Waterfront Revitalization Program Policy 6.2 assessment and the Greenhouse Gas and Climate Change chapter. New construction and substantial improvements to buildings within the 1 percent annual chance floodplain will be required to adhere to stringent and effective flood resilient construction standards, as outlined in Appendix G of the New York City Building code. DCP's Zoning for Coastal Flood Resiliency encourages buildings in the floodplain to plan for and adapt to flood risk proactively.

Comment 103: Create a resilient publicly accessible waterfront. (Won_NYCC_043, Won_NYCC_165)

Response 103: As discussed in the Draft Scope, creating a resilient publicly accessible waterfront is one of primary objectives of the Proposed Actions.

Comment 104: Implement and enforce high environmental standards for new developments, including energy-efficient systems, sustainable materials, and renewable energy installations and keep the density what it is. (Bieri_176)

Response 104: Construction of new developments located in the flood hazard area would follow DCP's Zoning for Coastal Flood Resiliency and DOB's regulations for flood-resistant construction.

New developments are subject to Local Law 97, which seeks to significantly reduce the carbon emissions of large buildings through requirements for energy efficiency. City of Yes for Carbon Neutrality was a suite of zoning code changes that passed in 2023, and encourages new construction to incorporate energy efficiency in building design, allows for greater on-site solar energy generation and storage.

Comment 105: No luxury towers on the waterfront: sea waters rising, more extreme storms, on top of existing flooding in Long Island City? Super irresponsible and dumbfounding that New York City

government would not use better data to plan for the future. We need more green spaces that naturally help with climate resilience—they can absorb rain and stormwater in the way that cement cannot. I recommend that the Hunter's Point North Vision Plan for Resiliency be considered. (Brown_116, Brown_187)

This proposal by DCP ignores the City's own projections and plans for a climate-friendly future that recognizes how green spaces, open spaces, trees are critical to help mitigate against severe climate change, hazards, floods, coastal storm surges extreme heat. The proposal is turning what could be a real climate resilient park along the East River into a narrow walkway, reversing and countering the City's own recommendations for flood prevention. (Limbert_076)

OneLIC ignores the City's own adaptive strategies for creating multiple lines of resilience, including proper setbacks, waterfront parks, and living shorelines, instead giving developers public waterfront properties needed to implement these strategies. (Goren_LICC_093, Goren_LICC_123)

Response 105: See responses to Comments 97 and 102.

Comment 106: Consider the recent news that Manhattan is sinking due to the heavy weight of its buildings. The same is happening here. Much of Long Island City is built on landfill in a flood plain. We are experiencing climate collapse and must act accordingly. (Shtern_145)

Response 106: Any new construction in Long Island City will be required to adhere to the Building Code to construct a safe and resilient structure.

TRANSIT AND PEDESTRIANS

Comment 107: The Neighborhood Plan does not adequately address transit in the Long Island City area. To create real transit access for the community, the Neighborhood Plan should take concrete steps to build a station for the regional rail lines which pass through the neighborhood: LIRR, Metro-North, Amtrak and NJ Transit. (Anth_036)

Response 107: The construction of a new train station serving Amtrak and the regional rail lines is beyond the scope of the Neighborhood Plan. As detailed in the DSOW, and in accordance with *CEQR Technical Manual* guidance, the transportation analyses estimate travel demand and evaluate the potential for significant adverse impacts

on mobility as well as public transportation facilities and services resulting from the Proposed Actions. A detailed travel demand forecast of the Proposed Actions' RWCDS will summarize the estimated travel demand by peak hour and mode of travel for each land use by projected development site. In addition to person and vehicle trip demand, the forecast will also identify the number of peak hour person trips made by transit, including those utilizing rail as a primary mode of transportation to and from the rezoning area. Based on guidelines and thresholds outlined in the *CEQR Technical Manual*, detailed analyses of the transit facilities and services include subway station analyses, subway line haul analyses, and bus line haul analyses. If impacts are identified as a result of these analyses, mitigation needs and potential improvements will be identified, as appropriate, in consultation with New York City Transit (NYCT) and MTA in conjunction with the lead agency.

Comment 108: Long Island City needs an expanded transportation system via the still unbuilt Long Island Rail Road (LIRR) and Metro-North station by Queens Blvd/Skillman Avene. This station would improve transportation for thousands in the community and make it more efficient to access resources throughout the area (Kalliagas_053)

Response 108: As stated above under Comment 107, there will be a detailed assessment of the impacts on transit systems in the DEIS, but a broader study of expanding the transportation system via unbuilt LIRR and Metro-North station(s) is outside the scope of the environmental review.

Comment 109: Please include Long Island Railroad, Metro North, and Amtrak stations around Queens Boulevard/ Skillman Avenue or a more feasible location within the study area (Barsamian_178)

Response 109: See response to Comment 107. The detailed travel demand forecast of the Proposed Actions' RWCDS will summarize the estimated travel demand by peak hour and mode of travel, including those utilizing rail as a primary mode of transportation to and from the rezoning area. Based on guidelines and thresholds outlined in the *CEQR Technical Manual*, a detailed assessment of the transit will be included for transit facilities and services in the Environmental Impact Statement.

Comment 110: I suggest that the Department of City Planning coordinate with the MTA on improving public transit in the area. While Long Island City

is generally well-served by public transit, we also have transit deserts and other challenges due to rapid development. One such challenge is the Hunters Point/UC waterfront area that is served by just one subway stop (Vernon/Jackson 7 line) that is not ADA-accessible and too small to accommodate the influx of new residents. In 2022, I founded an initiative to implement an MTA bus route connecting Hunters Point to Midtown Manhattan via the Queens Midtown Tunnel. Our initiative (LICBUS.com) has been endorsed by Congresswoman Nydia Velazquez, State Senator Kristen Gonzalez, City Council Member Julie Won, and Laura Rothrock, President, Long Island City Partnership. In addition, over 1,000 residents have signed a petition in support of the bus route (Brown_047)

Response 110: See response to Comment 107. In addition, as detailed in the DSOW and in accordance with *CEQR Technical Manual* guidance, existing trips generated by current land uses will be captured as part of the data collection efforts for the evaluation of transit (as well as traffic and pedestrians). Furthermore, as mentioned in response to Comment 107, a detailed travel demand forecast will be prepared for the Proposed Actions' RWCDS, which will also identify the number of peak-hour person trips made by transit as a result of the RWCDS. Based on the data collection effort and forecasting, a detailed analysis of existing and future transit conditions will be conducted for transit facilities and services in accordance with guidelines and thresholds outlined in the *CEQR Technical Manual*. If the DEIS identifies significant adverse transit impacts to the referenced subway station or bus route, the MTA and NYCT will be consulted regarding the potential mitigation measures reduce or eliminate the significant adverse impact.

Comment 111: Add an E/M subway stop at Vernon Boulevard. (Zirinsky_042, Zirinsky_104)

Response 111: See responses to Comments 107 and 110.

Comment 112: Extend the G. (Gates_RPA_110)

Response 112: See responses to Comments 107 and 110.

Comment 113: Add another tram to Roosevelt Island connecting to the Cornell Campus and Queens Plaza. (Zirinsky_042, Zirinsky_104)

Response 113: See responses to Comments 107 and 110. A study of the Roosevelt Island tram is outside the scope of this environmental review.

Comment 114: Consider the impact of a Vernon Boulevard trolley. (Zirinsky_042)

Response 114: See responses to Comments 107 and 110. An impact or feasibility study of a potential trolley is beyond the scope of this environmental review.

Comment 115: To make Long Island City a walkable neighborhood, we need more street activation with local retail and supermarkets. We don't need more street-facing parking facilities and other parking infrastructure. (Salim_025; Salim_077; Xue_029; Xue_089; Sullivan_032; Sullivan_111)

Let's keep the sidewalks wide. (Ort_199)

The walk is cold and unhospitable once you get off the train. This issue is driving people away from the neighborhood. I request that the City add measures to encourage active, walkable streets: Prohibit street-level parking garages, ban car traffic on key commercial arteries, encourage outdoor dining and retail (Faheem_023, Faheem_081)

This whole area north of 44th Street—I really wish there was some way to turn into a mixed-use area where you could have housing and light industrial, because right now it kind of feels like a no-go zone. It doesn't feel like it has much of a sense of a community. Me and my girlfriend rode CitiBikes through there to get to the river one time, and she doesn't want to go through there at night anymore. She's a little scared of that area. There's nothing wrong with it. It just doesn't feel like it has any life. (Granger_136)

The Long Island City Plan can also cement the neighborhood as a destination by further expanding waterfront park access with new green space, restaurants, and retail. Newly amenitized, car-free pedestrian malls with tree cover that invite people to explore and relax should replace corridors lined by aging automotive and industrial shops. This would put the northern end of Long Island City on the map (Bloomfield_015).

More pedestrian-only streets or additional pedestrian access by closing streets or eliminating street parking could improve walkability in the neighborhood (Sugita_024, Sugita_092)

Streets in Long Island City, particularly in Hunters Point, are dead. We should be encouraging walkability instead of a flood of vehicles. Fewer vehicles will lead to opportunities to create open space, and certain streets that can be designated for pedestrian and bike traffic (Shields_004, Shields_105)

I would like our neighborhood as a safe walkable area with a charming walk, sidewalk campus, creating a vibrant community atmosphere. (Rahman_080)

It is very important to have more walkable streets. (Hasan_063)

There are not enough shops, eye-catching storefronts, street cafes, affordable supermarkets, and pedestrian-friendly features. I also commute with CityBike and do not feel safe here. Include more bike infrastructure and place limits on car traffic. (Han_003, Han_098)

The pedestrian is the most important and most vulnerable street user and a new neighborhood plan must serve and protect them. Obstacles for the pedestrian must be moved into the roadway where possible (e.g., trash cans, Citibike docks) and sidewalks should be lined with trees and benches and protected with planters. Sidewalks should bump out into crosswalks to provide shorter crossings and better visibility. Plazas and Open Streets should be planned for community use and recreation. (CB2/QBP_144)

Response 115: As described in the DSOW, the DEIS will include an assessment of pedestrian elements in the Transportation chapter. The Proposed Actions are expected to enhance the public realm by encouraging walkability, providing active streetscapes, and improving circulation. The proposed Zoning Text Amendment to special district regulations would mandate streetscape improvements and ground floor design standards to enhance the pedestrian experience along key corridors. The proposed changes to the City Map would also support the goals of enhancing circulation and providing better access to waterfront sites. The proposed WAP would include upland connections from the new waterfront open space to surrounding neighborhoods. If significant adverse impacts are identified, mitigation measures will be described.

Comment 116: The Neighborhood Plan must include a budget for street cleaning. As more people move to Long Island City and access the

waterfront, the need for basic city services such as street cleaning will only increase (Brown_007)

Response 116: Comment noted, and in accordance with the FSOW, the DEIS will include an assessment of potential impacts on Solid Waste and Sanitation Services.

Comment 117: At the August 12, 2024 scoping meeting, Laura Rothrock (President, Long Island City Partnership) suggested doing more to connect the IBZ between Court Square and the Long Island City waterfront, with the rest of the neighborhood. I strongly support this suggestion. The IBZ, as it exists currently, is not pedestrian friendly because it's deserted and feels unsafe, especially after dark. This lack of street life discourages residents from the Long Island City waterfront and Court Square from making the short walk between the two neighborhoods. This negatively effects restaurants, retail shops and other small businesses in both areas. Instead of restricting the IBZ to industrial use, I suggest allowing mixed use development in the IBZ to create a more lively neighborhood where people feel safe walking at all hours (Brown_047)

I was disappointed to see that there was no change to the IBZ that will connect Court Square with the waterfront, and I think more thoughtful planning should go into that. Retail on the ground floor in the IBZ would make it more walkable. (Dunphy_115)

Response 117: As described in the Draft Scope of Work, the Proposed Actions aim to support business growth and create active communities through expanding permitted industrial and commercial space within the IBZ. The special district regulations would mandate streetscape improvements and ground floor design standards to enhance the pedestrian experience along key corridors within the IBZ.

Comment 118: Impacts to transit capacity, pedestrian conditions, traffic operations, and safety from the new trips generated must be comprehensively studied. Binding mitigation measures like transit upgrades, road improvements, traffic enforcement, and developer contributions are essential (Kumar_129)

Response 118: As detailed in the DSOW, and in accordance with *CEQR Technical Manual* guidance, the transportation analyses will evaluate the potential for significant adverse impacts on traffic operations and conditions, public transportation facilities and services, pedestrian elements (sidewalks, corners, and crosswalks) and flow, parking

demand and accumulation, and the safety of all roadway users (pedestrians, bicyclists, and motorists) as a result of the Proposed Actions. If impacts are identified, mitigation needs and potential improvements will be identified to improve or mitigate traffic operations, congestion, public transportation pedestrian experience, and safety, as appropriate, in consultation with the lead agency as well as DOT, NYCT, and MTA.

Comment 119: Increased congestion has impeded essential logistics support for local businesses. These trends are likely to accelerate with the addition of nearly 14,000 new residential units, despite the proposals to allow greater density of business tenancies in the remaining, diminished amount of industrially zoned space. (Venech_141)

Response 119: Comment noted. See response to Comment 117.

Comment 120: Taken together, the plan's objectives require changes to the street network serving this confined area that it may be impossible to reconcile. The package assumes that the area can support dozens of multi-story residential buildings with little or no incorporated offstreet parking + addition of protected bike lanes and important pedestrian safety measures (like daylighting and bump outs) + additional loading zones and other provisions to support logistics operations + denser development on some industrially zoned blocks to accommodate additional businesses. (Venech_141)

Response 120: As described in the FSOW and assessment of traffic conditions, parking demand, and street user safety will be provided in the DEIS. See response to Comment 118. Loading logistics to individual sites is, however, beyond the scope of this environmental review.

Comment 121: Increasing density by transit only works, if that transit is not already totally overwhelmed and inadequate as it is in Long Island City. (Brecker_094)

Response 121: See response to Comment110. As stated in the DSOW, the DEIS will include a comprehensive assessment of potential impacts on transit systems.

Comment 122: JetBlue would support the plan's continued requirement that active transportation be accommodated with world class bike, pedestrian, and transit infrastructure. Our crew members regularly complain

that they are afraid to cross Queens Boulevard in front of our office. This space has to improve most importantly for our residents, visitors, and workers who are disabled, elderly, or have small children. (Goodrich_JB_067)

Response 122: Comment noted.

Comment 123: New subway stations and entrances with ADA-compliant infrastructure will allow access for all. The possibility of a new subway stop nearer the waterfront should be studied. A regional passenger rail train station in the Sunnyside Yards area, as long planned, would relieve over-capacity subway trains and connect more travelers to Long Island City businesses. Dedicated bus lanes on the Queensboro Bridge and in the Midtown Tunnel would create vital new connections between Long Island City and Manhattan. (CB2/QBP_144)

Response 123: See responses to Comments 107 and 110. Through Zoning for Accessibility, developers may engage the MTA to set aside space, where needed, for station elevators in exchange for zoning bonuses in new, high-density buildings. including the Project Area.

EMPLOYMENT

Comment 124: OneLIC would reduce the amount of true manufacturing land, leading to higher surrounding rents. As has been demonstrated in Long Island City and other neighborhoods, this would price out needed manufacturing jobs and working artists. (Butler_021)

Response 124: The DEIS Scope of Work outlines a comprehensive methodology for an assessment of indirect business displacement in the Socioeconomic Conditions chapter of the DEIS.

Comment 125: Ensure that artists are able to stay in the community through programs that support the arts and artist live works spaces. (Bieri_176)

We must not displace residents or cultural institutions and businesses, but rather grow affordable maker and cultural space and better support businesses in the industrial business zones. (Velasquez_059)

Response 125: As noted in the DSOW, the Proposed Actions are intended to support the creative community by increasing local job growth, improving access to diverse, quality jobs and training, and providing flexible workspaces in new developments. Additionally,

the Proposed Actions would facilitate the creation of permanently affordable housing that artists and others in creative industries could utilize. The DEIS Scope of Work outlines a comprehensive methodology for an assessment of indirect business displacement in the Socioeconomic Conditions chapter of the DEIS.

Comment 126: City agencies such as EDC need to make significant investments that target existing micro and small businesses and creative operations. The worthy aim to provide greater affordability in the IBZ should not be at the expense of destroying businesses, jobs, and opportunities within the IBZ. (CB2/QBP_144)

Response 126: As described in the DSOW, the Socioeconomic Conditions chapter will assess the potential effects of direct and indirect (secondary) displacement of businesses, including consideration of the IBZ. The Neighborhood 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; the investments 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 additional components, and as such are not part of a coordinated environmental review.

HOUSING

Comment 127: 100 percent of housing on public land should be affordable (Anonymous_046, McNamara_167)

I also recommend setting aside a portion of City-owned sites for 100 percent affordable housing (Kumar_129)

Response 127: Comment noted. For a conservative analysis, housing on City-owned sites is currently assumed to have 20 to 30 percent of units affordable pursuit to Mandatory Inclusionary Housing (MIH).

Comment 128: New housing should prioritize two- and three-bedroom units so we can raise families here. (Anonymous_046; Shields_004; Shields_105; Sullivan_032; Sullivan_111; McNamara_167, Hasan_063)

Long Island City needs more apartments with larger footprints. If the city finds a way to incentivize developers to build bigger units,

the area will mature better. (Han_003; Salim_025; Salim_077; Sugita_024; Sugita_092; Han_098)

LIC Neighborhood Plan should seek to maximize the number of people who will have homes, ideally also including larger units that can accommodate families who help weave the neighborhood fabric. (Bloomfield_015)

There is too much focus on low-income housing as opposed to many people I heard pleading for housing for three bedrooms so they can stay in the neighborhood in which they grew up with their growing families. (DeMars_152)

The rapid increase in apartment rents is very concerning in this area, driven by an influx of new residents and shortness of available high housing. So, to address this and keep living cost manageable, I believe we need to increase our residential density by building more apartments, especially the larger units, like three-bedrooms apartments which are currently hard to find. (Rahman_080)

More should be done to increase housing. I suggest we re-evaluate the conversion of multi-story parking garages to residential units to provide more housing. The high cost of housing affects the availability of larger apartments for families. The city should offer incentives or subsidies to developers who incorporate larger bedroom units in affordable housing projects. (Manglick_001, Manglick_100)

Response 128: Comment noted. Zoning does not dictate the number of bedrooms within a given unit.

Comment 129: Unless this plan can ensure that 100 percent of new housing will be affordable to low and very low-income New Yorkers, it is sorely out of step with what our city and neighborhood needs most (Berson_048)

Response 129: Comment noted.

Comment 130: Working families need to drive out and park home, whereas there are very limited parking space around the Queensbridge Housing, for both on street and NYCHA lot. Can you officials and council reps first deal with the parking for NYCHA residents (Huang_006).

Create new parking facilities for the residents of Queensbridge Houses (Anonymous_154)

Response 130: Comment noted. Per the FSOW, the DEIS will include an assessment of on-street parking in the Transportation chapter.

Comment 131: Check on NYCHA repairs and don't close tickets without repairs (Thompson_118)

Response 131: NYCHA operations, including procedures to repair individual apartment units, are beyond the scope of the Proposed Actions.

Comment 132: Add a new community pool in Queensbridge Park; A dog park in Baby Queensbridge Park; Repairs and expansion of the PAL Early Childhood Center; Repairs for the Riis Community Center; A new grocery store; A new parking lot; and Connect Queensbridge Park with the rest of the parks along the Long Island City waterfront. (Cooper_127; Crine_120; Edwards_121; Foster 133; Jaramillo_126; Jones_132; Kennedy_124; Treadwell_119; William_117; Ort_55: Won_NYCC_043, Won_NYCC_165, Jara_177, Grady_202, Yangtso_166)

Response 132: Comment noted. These recommendations for parks amenities are outside the scope of the DEIS.

Comment 133: This rezoning would create more unaffordable luxury towers in Long Island City, even on public land. The tallest tower would be directly across the street from the Queensbridge Houses, yet this "comprehensive plan" does not offer real improvements to NYCHA developments. (Butler_021)

Invest in the Queensbridge Houses. Queensbridge has extreme capital needs such as elevators that go out for months at a time, door locks that are broken so anyone can enter our buildings, and a laundry list of maintenance issues in individual apartments. (Jara_177)

Response 133: As part of the Neighborhood Plan, the City has engaged residents at Queensbridge Houses, is aware of, and is working towards addressing, the capital needs investment in repairs to these NYCHA buildings. However, NYCHA repairs and the funding needed to address conditions at the buildings are not under the purview of CPC and the zoning actions considered in the DEIS.

Comment 134: I urge an increase in the affordable housing requirements beyond the current Mandatory Inclusionary Housing levels. Options like requiring 40 percent affordable housing overall, with a portion at deeper affordability levels, should be considered (Kumar_129)

I strongly agree with the previous comments regarding our need for deeply affordable housing to allow growth for families. (Batan_113)

We need to maximize affordable housing beyond the minimum required under the mandatory inclusionary housing program. (Velasquez_059, Mamdani_060)

We really believe that there should be affordable housing, deeply affordable housing for everybody, and from what I see. this is just luxury housing. (Cogdell_109)

Please consider deep, affordable housing before issuing residential rezonings. How will you ensure that extremely low income and low- income families will be included in this proposal? (Herrera_097)

In addition, please look at the city owned sites as a potential opportunity for creating deeply affordable housing and permanent supportive housing. (Kent_101)

We need deeply affordable housing and public housing. None of the public sites in UC should be given or sold to any for-profit business. Public land for Public good. (Brown_116, Brown_187)

Response 134: The recently adopted City of Yes for Housing Opportunity provides the opportunity to map MIH Option 3, the Deep Affordability Option that requires 20 percent of housing to be affordable at an average of 40 percent AMI, as a standalone option. The Neighborhood Plan seeks to explore deeper levels of affordability on publicly owned sites. The development of public housing is beyond the scope of the Proposed Actions.

Comment 135: We need more inclusionary housing. Only 4k of 16k is not enough (Won_NYCC_043, Won_NYCC_165)

This plan creates 12,000 market rate units, and only 4,000 affordable units that is unacceptable. All of this development 100 should be affordable in perpetuity, more market rate apartments in an area that is already grossly unaffordable will lead to lead to more unaffordability, wealth, segregation, gated towers, and displacement. (Brecker_094)

Response 135: New York City is in a housing crisis. To address the significant housing shortfall, the supply of housing must be increased across all income levels, including affordable housing. Zoning tools including MIH would ensure that a portion of all new housing

development includes permanently income-restriction housing units.

Comment 136: What percentage of housing is going to be serving people who have AMI under 30 percent. Given that NYCHA, the average income is 25,000. How many of those folks who live in Queensbridge would actually be able to apply for the housing lottery. I would like those numbers as well. Also, people who are homeless generally aren't making 150 to $200,000 a year for or more for these market-rate apartments. So how many people who are currently unhoused would be able to afford any of these units (Hanztopoulos_138)

Response 136: The income bands associated with MIH have not yet been selected; a final determination would be made as part of the public review process. However, MIH incudes a deep affordability option that requires that 20 percent of floor area be set aside for households making an average of 40 percent of AMI. With approval of the Proposed Actions, some NYCHA residents, including some residents that make less than $30,000 a year, would have the opportunity to apply to new affordable housing units in buildings developed as a result of the proposed zoning changes.

Comment 137: If the highest and best use of land in a place is to give people homes, we shouldn't arbitrarily restrict that with zoning (Zoorob_139)

Response 137: Zoning regulates the use and bulk of developments in New York City. Housing may not be appropriate for all areas of New York City.

Comment 138: Mandate that new developments include affordable housing units to prevent displacement and promote community diversity. (Bieri_176)

Response 138: Comment noted. In accordance with MIH, the Proposed Actions 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 to 30 percent 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.

Comment 139: I am writing to confirm my strong support for the proposed residential rezonings on the plan-in fact, my main critique of the plan is to ask that DCP consider substantially increasing the scope for greater densities wherever possible. (Thomas_201)

I am encouraged by the Plan's strong emphasis on housing creation, and I urge DCP to continue prioritizing housing creation throughout the implementation process. (Charney_CC_193)

To me, the highest priority is getting as much residential growth as possible in the study area. I find the Draft Scope of Work encouraging, but would like it to go even further. I'd like to see how City-owned land on the waterfront can be used for housing. I know there have been calls for housing on city-owned land to be 100 percent affordable, but the details matter on funding, and if market-rate units allow for a greater quantity of affordable units, too. That would be an improvement. (Guttmann_114, Guttmann_169)

I am writing to express my ardent support for the proposed Neighborhood Plan, and my belief that it should be designed to create as much new housing as possible. (Dholakia_189)

Given New York City's housing affordability crisis, I support building as many units as possible at all levels of affordability (e.g., market-rate, affordable, etc.) in Long Island City (Takahashi-Rial_012; Zoorob 018; Granger_136)

I applaud the initial draft of this plan because it does look to significantly increase the zone capacity for residential uses. In this area, however, there are opportunities to significantly increase the amount in this proposal, so I would encourage DCP to hear the community and listen to the many people who've spoken today about the importance of prioritizing affordability and find ways to increase the zone capacity in this plan for more residential space. That is the single most important thing we can do in order to prevent continued displacement, homelessness, and affordability challenges in this neighborhood (Kent_101)

Response 139: Comment noted. As stated in the DSOW, the Proposed Actions has several land use objectives, including the creation of housing, including needed affordable housing. The proposed densities have been carefully selected to maximize housing while respecting the existing scale of the buildings in Long Island City.

Comment 140: The OneLIC plan chooses to focus on a short-sighted goal of adding more residential housing. While all agree on a Citywide need for affordable housing, the proportion offered in the plan is miniscule and being dependent on MIH will not guarantee true affordability. Additionally Long Island City as the fastest growing neighborhood has already met its share. To build more—especially on the waterfront—goes against the City of Yes stated goal to distribute more housing equitably. (Greenberg_168)

Response 140: See responses to Comments 134 and 135. As stated in the DSOW and this FSOW and to be further described in the DEIS, the Proposed Actions would result in a net increase of approximately 14,000 new units of housing, including almost 4,000 affordable units. Neighborhood rezonings have occurred throughout the five boroughs, in areas with outdated zoning that can accommodate residential density. Long Island City is a transit-rich neighborhood, and the portions of it proposed for zoning changes have been not contributed in a significant way to the supply of affordable housing. MIH is the most appropriate mechanism to create affordable housing in the Project Area, and would work in tandem with recent zoning changes under City of Yes and the new 485x tax abatement for affordable multi-family rental housing. While City of Yes for Housing Opportunity created opportunities for housing growth citywide, the City continues to look at opportunities to bring increased residential density to amenity rich neighborhoods, such as the Project Area.

Comment 141: We made clear time and time again, we do not want or need any more high-rise market-rate rentals with sprinkles of “affordable” units that the majority of our residents–NYCHA residents–cannot access. If the City genuinely wants to provide more affordable housing—*truly* affordable housing—they would build more Section 9 public housing. We have the faircloth authority to do so; we just need the political will. In the immediate future, the City could address the 5,000 NYCHA vacant units, including the 213 in Queensbridge and Ravenswood alone. The current ‘affordable’ housing metric–Area Median Income–exacerbates economic/social inequities and fosters segregation across race and class. It is not a sustainable tool and will lead to more housing instability for poor and working-class families. We have already seen what overdevelopment has done to Long Island City thus far. We have no interest in adding more market-rate housing or commercial spaces that will be economically inaccessible to the thousands of families across the street. These concerns were

expressed by both the Ravenswood Resident Association and the Queensbridge Resident Association in our meeting with DCP in June, yet this proposal proves that our dreams for our community do not matter. (RRA_188)

Response 141: To address New York City's housing crisis, significant amounts of new housing are needed across all income levels. The Proposed Actions would generate new affordable housing, including deeply affordable housing, in a myriad of ways which work in tandem, including the redevelopment of City-owned land, MIH, the new 485X tax abatement, affordable housing subsidy programs and other zoning mechanisms created under City of Yes for Housing Opportunity. The construction of new multifamily public housing, which was first undertaken almost a century ago under Section 9 of the U.S. Housing Act, would require significant federal support and is outside the scope of the Proposed Actions. NYCHA has embarked on the PACT program and other public-private partnerships to preserve existing public housing and increase the supply of new affordable housing through the redevelopment of underused NYCHA sites.

Comment 142: I hope that DCP explores in detail how much housing could be built on City-owned sites along the waterfront including the possibility of tearing down DOE's dilapidated office building. (Reddy_083)

Response 142: The RWCDS prepared to analyze the environmental effects of the Proposed Actions conservatively assumes the maximum amount of residential development that can reasonably be expected on each development site. It also assumes a partial demolition of the DOE Building and subsequent redevelopment of part of the site with a new mixed-use building in accordance with the proposed zoning.

COMMUNITY FACILITIES AND SERVICES

Comment 143: Our administration cannot continue implementing rezonings that don't consider accessible space for services that can support the community. whether it be with artistic space, schools, grocery stores, libraries, dance studios, food, court storage facilities, pools, and much more. The WQCLT has a project that will enhance the cultural landscape of Long Island City through the QPS and address this lack of space. (Herrera_097)

The development should consider the need for affordable services such as healthcare, childcare, and community centers to support

the needs of all residents. In addition, affordable stores and small businesses. (Bieri_176)

- Construct new school seats and child care/daycare center capacity to meet projected demand and maintain appropriate utilization levels, based on binding commitments from DOE/SCA.
- Identify specific sites, funding sources, and timelines for new school/childcare facility construction. (CB2/QBP_144)

Response 143: The Proposed Actions would expand the types of non-residential uses allowed in the Project Area and facilitate buildings with non-residential space to accommodate retail and commercial uses such as galleries, and community facility uses such as museums, non-profit healthcare facilities, community centers, and schools. As noted in the DSOW, the Proposed Actions would include a floor area waiver for schools, and the DEIS will include an assessment of early childhood programs and a description of healthcare facilities.

Comment 144: We have no hospital in CD 26. (Brecker_094)

Response 144: As discussed in the DSOW, an assessment of emergency services will be determined in consultation with DCP and other agencies.

Comment 145: We've been waiting for five years for a new Court Square library because it was shuttered for development. (Brecker_094)

Response 145: The Community Facilities analysis in the DEIS will consider the potential effects of the Proposed Actions on library services and will take into account planned libraries in the area.

Comment 146: Given the existing and projected residential density, it is crucial that educational infrastructure is expanded to accommodate the growing population. Specifically, this includes elementary, middle, and high schools. (Manglick_001, Manglick_100)

Build schools at all grade levels with proper lunch rooms and gyms. Our classrooms are too crowded. Schools should have classes along with the proper space for nutrition and physical activity (Salim_025; Salim_077; Sullivan_032; Sullivan_111)

Long Island City needs more schools and better education opportunities for families (Han_003, Han_098, Hasan_063)

There are not enough school seats (3K to middle school) and we need a Vernon Boulevard middle school (Won_NYCC_043, Won_NYCC_165)

We need schools, including 3K and pre-K seats. (Velasquez_059)

It is essential that the proposal include provisions for expanding or building new public schools to accommodate the growing population of students. (Bieri_176)

We should secure space now for the playgrounds and schools to ensure our children have places to play and learn. (Rahman_080)

At least four more public schools, including the promised Vernon Blvd Middle School and three new K-8 schools. (Anonymous_046, McNamara_167)

We can't build schools fast enough for the number of students we have as councilmember, Juan said. We've been promised schools that have never been built (Brecker_094)

The lack of infrastructure investment in schools in the area while building residential skyscrapers defies belief. (Akrouk_035)

Our community will face a shortage of middle school and high school seats unless planning and development begins. Now we are in a neighborhood where families are increasingly choosing to stay long term and establish routes to support this. It's crucial that we have a middle and high schools available to ensure our children can continue their education locally fostering a strong and stable community. (LoPrestiLee_103)

Response 146: As noted in the FSOW, the Proposed Actions will create two new authorizations to facilitate the creation of new schools and open space developed as part of new mixed-use developments. As described in the DSOW, the DEIS will include a detailed analysis of public elementary, intermediate and high schools. The DEIS will examine the existing and future demand for school seats based on current data as well as forecasting from DOE If significant adverse impacts are found, the impacts will be disclosed and mitigation will be proposed.

Comment 147: Has there been a survey to collect data on growing families and student enrollment, available school seats within the Long Island City neighborhood? There seems to be an imbalance between too many residential apartment units built and offered for rentals versus the amount of schools built to accommodate the fast-growing Long Island City community (Hang_034)

Response 147: See response to Comment 145. The DEIS analysis of public schools will consider existing conditions and future trends and conditions with and without the Proposed Actions through the 2035 analysis year.

Comment 148: Commit to providing a new hospital or medical facility to serve the growing population (CB2/QBP_144)

Response 148: See response to Comment 144. The DEIS will include an assessment of potential impacts on community services and hospitals.

ARTS AND CULTURE

Comment 149: I urge as this process continues, that development projects recognize the too often missed opportunity to work with the creative arts organizations. This looks as simple as permanent public art space (doubles as open space) for live or exhibited art, murals, or commissioning artists for artwork and design in their projects. The City should require every development project proposed for our neighborhood, have a legally binding arts and culture plan to even be able to develop here. This should be incentivized. We have been long overdue for long-term investment in arts and culture here, that will benefit both developers and arts industries (Batan_026, Batan_113)

Response 149: As described in the Draft Scope of Work, the Proposed Actions aim to support the creative community through expanding permitted industrial and commercials space which could build on the existing footprint of arts and cultural spaces in LIC.]

Comment 150: There are little to no plans for the arts. We have no small space funding for actor/performing arts space. Where are the arts in Long Island City except for the concerts by the waterfront? Artists have been pushed out of other neighborhoods as those neighborhoods gentrify and prices rise. I would hate to see that happen here in Long Island City. Please look at the City-owned sites as a potential opportunity for creating deeply affordable housing and permanent supportive housing and spaces for arts and cultural nonprofits in the community. (DeMars_152, Griffin_149, Kent_101)

Response 150: The proposed actions enable affordable housing to be developed in proximity to new and existing creative work spaces which can support residents' ability to both live and work within Long Island City.

Comment 151: We need to support the arts and culture in our planning. Public art can provide benefits that extend beyond the arts themselves, such as one social impact public art can contribute to neighborhood pride and cultural identity. Public art can create a destination that tenants, shoppers, and residents and neighbors can be proud of and that leads to increased foot traffic and community gathering. Culture Lab's outdoor and indoor programming are an invaluable and affordable resource for the community. This must be preserved and supported. The outdoor live music and dancing within walking distance is a sustainable gift and has a low carbon footprint. (Narburgh_090, Shtern_145)

Response 151: Comment noted. The Proposed Actions would create new publicly accessible open space along the waterfront.

Comment 152: Long Island City artists' voices need to be represented in the plan. Let's craft a plan that doesn't just bring new life to Long Island City, but also preserves and enhances the creative spirit that defines it. (Wheeler_CLLIC_070)

Response 152: Comment noted, and see the responses above.

PURPOSE AND NEED

Comment 153: I don't understand quite why you would rezone the IBZ and increase the FAR when there's so many empty spaces, and there's not a real need for this in the community anymore for these kinds of businesses. But if you had to rezone it, consider rezoning it residential, have it industrial and residential, hopefully, with some retail on the ground floor which would make it the area walkable. (Dunphy_115)

Response 153: As described in the Draft Scope of Work, the permitted densities under the existing M1-4 district are restrictive to business growth and do not align with the built context of several buildings within the IBZ. The Proposed Actions would bring existing buildings into compliance while creating new opportunities for existing and emerging businesses. See response to Comment 41 regarding residential uses in the IBZ.

Comment 154: A plan that relies only on rezoning without guaranteeing vast numbers of deeply affordable housing units, green spaces, transportation, educational and cultural infrastructure that satisfies the needs of existing and potential new community members is not acceptable. This plan has to be much more comprehensive and

specific than it has been so far. A true development plan that outlines the changes that many of us want needs to be co-developed with the community and presented in a more transparent way. (Aceituno_033, Aceituno_108)

Response 154: The Proposed Actions consist of land use actions that are based on engagement with the community through the neighborhood planning process. The Proposed Actions would facilitate a significant amount of affordable housing, waterfront open space, and commercial development. The DEIS will describe in detail the purpose and need for the Proposed Actions.

Comment 155: It is as if the plan is purposefully centering newcomers to the neighborhood whose lives and finances allow them to take private cars everywhere; order grocery and restaurant delivery regularly; and enjoy private building rooftop and park access. These are not my neighbors; you are envisioning a new neighborhood that leaves our long-time community members out (Berson_048)

Why does the fastest growing area of New York City and even in the country need even more height and more density? Why are these so-called affordable housing buildings unaffordable for most people who have called Long Island City their home for decades? (Belden_163)

Response 155: The Proposed Actions are necessary because existing land use patterns and zoning do not permit for the implementation of the Neighborhood Plan, which is projected to include needed affordable housing, community amenities, and waterfront open space. The Project Area can support additional development to provide housing, including affordable housing, jobs, and community facility space for current and future residents.

Comment 156: The DOE building site should be exempted from the proposed high-rise mixed-use designation; the designation would run counter to the QPS proposal. Do not rezone the QPS Building (Block 489, Lot 1) to M1-5A/R8. (WQCLT_186)

Response 156: The Proposed Actions would provide the opportunity for the DOE building to deliver on a variety of community asks including affordable housing, community facilities, makers spaces and open spaces. Proposed uses on this site are yet to be determined and require further community engagement

Comment 157: The QPS proposal and M-CORE option are in line with the Proposed Actions' objective to support existing businesses and the creative community, increase local job growth, and improve access to diverse, quality jobs and training. The Hunters Point North Vision Plan for Resiliency is consistent with the goal to plan for a more resilient and sustainable LIC. (WQCLT_186)

Response 157: Comment noted. Please see response to Comment 27 regarding M-CORE.

Comment 158: The previous EIS that was done for Long Island City 20 years ago, allowed for 300 new housing units, but in actuality we built over 10,000 new units, causing massive infrastructure issues. As you yourselves pointed out in your opening presentation, Long Island City's population has increased by 44 percent compared to 8 percent for New York City. Housing is not what we need here. Giving away the last few remaining public parcels to housing developers is unacceptable. Why are we building more housing when our population is clearly in decline? (Salazar_WQCLT_085, Salazar_WQCLT_195)

Response 158: New York City is in a housing crisis. The Proposed Actions would increase the supply of housing in an amenity-rich area for all incomes and would include a significant amount of permanent affordable housing on City-owned sites, as well as other amenities like local retail, open space, and community facility space.

Comment 159: Queens Community Board 2 strongly supports the stated goals of the Neighborhood Plan, including goals related to the need for affordable housing, increased open space, multi-modal transportation improvements, and goals to address climate change. (CB2/QBP_144)

Response 159: Comment noted.

Comment 160: CB2 supports the Text Amendment on p.2 to add MIH requirements for all rezoned areas that permit residential construction. We also support the expansion of the applicability of Zoning for Transit Accessibility to the Project Area. (CB2/QBP_144)

Response 160: Comment noted.

Comment 161: We believe that sustainable growth is possible within Western Queens without overburdening Long Island City to such a severe

degree. There are numerous commercial and industrial sites along existing transit corridors where land is substantially underutilized. (CB2/QBP_144)

Response 161: While much of Long Island City has been rezoned since 1995, most of the Project Area has been excluded from these initiatives. The DEIS will identify the rationale for the rezoning in the Project Description chapter of the DEIS, any impacts of the Proposed Actions and mitigation, as needed.

ANALYTICAL FRAMEWORK

Comment 162: Long Island City provides important, strategically located space for businesses that serve the commercial core of the region and, increasingly, for a local "eco-system" of inter-related creative business sectors. Adequate and affordable space for such operations has become more dear in recent years. Available land for public facilities also is in short supply. The rationale for the Proposed Actions does not address the long-term effect of re-purposing more non-residential blocks in this area to create nearly 14,000 housing units over and above the 25,000 that have been introduced in this area already. The level of development and densification in the 54-block Project Area is so substantial that it is likely to have much wider effects in the surrounding area. These would include burdens on local infrastructure, increased traffic congestion, unmet parking demand, real estate market pressures, and construction impacts. (Venech_141)

Response 162: The DEIS will evaluate the potential effects of new residential development in several chapters including Water and Sewer Infrastructure, Transportation (inclusive of traffic and parking studies), Socioeconomic Conditions (including the potential for displacement) and Construction.

Comment 163: Why is the assessment period only 10 years? The changes proposed will affect the area for many more years than that and the changes that were initiated 15 years ago should yield some lessons that to learn from. (Aceituno_033, Aceituno_108)

Response 163: According to the *CEQR Technical Manual*, for area-wide rezonings, a build year that assumes a 10-year development horizon is generally considered reasonable, as it captures a typical cycle of market conditions and generally represents the outer timeframe within which predictions of future development may usually be made without speculation.

Comment 164: I expect that the findings from the environmental impact statement will be presented transparently and in a way that doesn't require an engineering degree so that the community can understand them and continue to provide their views. (Aceituno_033, Aceituno_108)

Response 164: Comment noted. While an EIS contains detailed analyses covering many different technical areas that address a range of environmental concerns, the DCP will make every effort to provide the public with EIS conclusions in a clear and transparent manner.

Comment 165: Develop a baseline conditions analysis that clearly communicates the public investments needed to address existing deficiencies in the municipal infrastructure and operating policies. Sections C and D of the DSOW do not even mention the volume of housing built in Long Island City, much less widely understood deficiencies in the infrastructure needed to support the growth that has taken place. The baseline report that would be the foundation for analysis of the No Build and the two Build Alternatives should clearly delineate current identified deficiencies and outstanding concerns as well specific commitments by municipal and other agencies to address them. (Venech_141)

Response 165: The DSOW describes the analytical framework for the analyses contained in the DEIS. To assess the potential impacts of area-wide zoning changes, an RWCDS is developed for future conditions with and without the Proposed Actions. The incremental difference between the future conditions is the basis of the EIS analyses. The technical subject areas identified for study in the DSOW and analyzed in the DEIS will characterize existing land use and development patterns, population, employment, housing, infrastructure, and traffic, pedestrian and transit activity, among other data points, in relevant study areas in accordance with CEQR methodologies.

Comment 166: Consider the cost for all the necessary infrastructure improvements with expanded radius for study area, given the nature of large-scale developments nearby like Innovation QNS. (Hantzopoulos_160)

Response 166: As described in the DSOW, the infrastructure analyses in the DEIS will identify the projected incremental water demand and sanitary sewage generation for the Proposed Actions. The appropriate study area for the assessment will be established in accordance with the guidance of the *CEQR Technical Manual* and in

consultation with DCP. As noted in the DSOW, the Project Area is located within the service area of the Bowery Bay Wastewater Resource Recovery Facility (WWRF).

Comment 167: A scoping hearing is supposed to elicit comments on what might be missing from the draft scope of work but should be included in the EIS for review and possible mitigation. Unfortunately, at this and most other scoping hearings, very little testimony is provided for missing elements in the proposed environmental analysis. Of the more than 60 speakers who testified on August 12th, most spoke in support or opposition to the text amendments rather than to the weakness of areas in the EIS analysis. It's time to tighten up the purpose and focus of these hearings. (Erion_CB1_173)

Response 167: Comment noted.

Comment 168: A credible CEQR analysis must include a realistic assessment of the cumulative impacts of the Proposed Actions. (CB2/QBP_144)

Response 168: The DEIS impact assessment methodology is comprehensive and takes into account cumulative effects by including the No Build projects through the 2035 analysis year. The DEIS analyses will take into account future projected No Action demands on technical areas of study, such as wastewater, transportation, schools, libraries and parks, by including these projected demands through 2031 in the analysis. This projection of future No Action demands is coordinated with other City agencies and is used as the basis for adding the projected demands that result from the Proposed Actions.

Comment 169: The EIS needs to take into account how former “with-action” assumptions have corresponded to reality. The Municipal Arts Society has an informative report on how prior assumptions for Zoning in Long Island City have led to negative unintended consequences and why CEQR needs to incorporate actual resulting data into mitigation requirements. (CB2/QBP_144)

Response 169: An evaluation of projected development from other rezonings is outside of the scope of CEQR analysis for this project. As described in the FSOW, the DEIS analyses is conservatively based on an increment of 14,666 units. As stated in the DSOW, 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 10-year timeframe. Potential sites are

considered less likely to be developed over the approximately 10-year timeframe.

LAND USE, ZONING, AND PUBLIC POLICY

Comment 170: We believe that creating a more mixed-use environment in the neighborhood will attract a diverse range of artistic and light industrial tenants. This, in turn, would serve both the evolving needs of the community and the commercial potential of the property. Additionally, ground-floor commercial spaces could be more effectively utilized in a vibrant mixed-use neighborhood, as opposed to the largely deserted streetscape we see today. We fully support the vision of broadening the scope of the neighborhood to include more flexible zoning options. This would not only provide a productive future for the Steinway Building—vacant for almost two decades—but also boost the local economy, support businesses, and attract new residents. Vacant buildings benefit no one, and filling these spaces with dynamic, sustainable uses should be a priority for all of us. Along with many fellow business owners on 43rd Avenue, I strongly advocate for the integration of residential and mixed-use developments within the IBZ. Doing so will enhance the vitality of the neighborhood and better serve the community at large. (Nagin_159)

Response 170: Comment noted. The Long Island City IBZ 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. Many of these businesses would like to expand and grow, but are restricted by zoning. The Proposed Actions would allow greater non-residential density and expand the type of non-residential uses allowed in the IBZ. The DEIS will identify the IBZ in the public policy discussion of the DEIS. Additionally, the DEIS include an analysis of land use, including the compatibility of paired manufacturing and residence districts adjacent to the IBZ in the Land Use, Zoning and Public Policy chapter.

Comment 171: The waterfront should be repaired BEFORE any additional plans are put to action. One example, as mentioned by the gentleman who runs the kayaking by the waterfront, is that there is nowhere to stop along the waterfront while kayaking and there is environmental damage along the water's edge that needs to be

fixed and preserved. I strongly oppose the proposal to connect the waterfront from Queensbridge Houses to Gantry Park. (DeMars_152)

Of particular concern are the four publicly owned sites at Anable Basin. These sites sit squarely within the floodplain, and cannot support dense residential building. Until the City can demonstrate a better approach to development on public land, the Anable Basin sites should not be upzoned and handed over to developers. (Dubnau_181, Dubnau_088)

The public land can serve a much broader purpose than simply another high-rise residential building whether affordable or not. The DOE and DOT properties have far greater potential to become areawide community amenities and economic engines. The land along the water has greater potential to be open space that could be a bridge between communities. Of greatest importance is that the waterfront can be an absorptive natural habitat that will help protect the wider community from flooding and storm surges. (Greenberg_168)

Response 171: Comment noted. Establishing a continuous, raised shoreline along the waterfront through the WAP is intended to address sea level rise and coastal flooding. Deploying a range of stormwater management strategies and infrastructure is intended to reduce neighborhood flooding and sewer backups. The Proposed Actions with respect to waterfront resiliency will be analyzed further as part of the Waterfront Revitalization Program (WRP) policies in the Land Use, Zoning, and Public Policy chapter of the DEIS.

Comment 172: Dutch Kills has always been a thriving, mixed-use residential and industrial area. The DEIS should assess and evaluate the type of industrial or commercial uses currently located in the area and those uses likely to occupy new development space in and around the study area boundaries. The effect on rental price per square foot should be included in the assessment. (Erion_CB1_173)

Response 172: As stated in the DSOW, the analysis of land use, zoning and public policy will include a secondary study area defined as the neighboring areas within a ¼-mile boundary from the rezoning area. In accordance with the FSOW, the indirect business displacement in the Socioeconomic Conditions chapter will assess the potential for changes in commercial real estate market conditions that could lead to rent increases and potential displacement of businesses vulnerable to rent increases; however,

it is outside the scope of EIS to quantify potential rent increases on a price per square foot basis.

SOCIOECONOMIC CONDITIONS

Comment 173: I've heard many developers and property owners say that this is going to help cause rents to go down, so I would like to know how much will the rents go down by constructing all of the units that are planned? I would like some numbers and projections for that. We've seen a lot of development in Long Island City, and it's done nothing to have that occur. So, if that is something that people are saying is gonna happen, I would like some numbers about that (Hantzopoulos_138)

Response 173: The requested analysis is outside of the scope of *CEQR*, which focuses on identifying the potential for significant adverse environmental impacts. As described in the Draft Scope of Work, the socioeconomic conditions chapter of the EIS will include an assessment of the potential for changes in demographics and market conditions that could lead to increases in rents and the displacement of populations unable to afford increases in rent.

Comment 174: Look at direct and secondary displacement of residents, small businesses, and artists. Affordable studio space for them and also this manufacturing—we see empty spaces but have their leases not been renewed. Is this being speculated? Have they been forced out. We need industrial uses, and I'm concerned about the dismantlement of the IBZ (Hantzopoulos_138)

Previous upzonings have resulted in rent spikes and displacement (along with increased environmental hazards and critical shortages of services and open space). The rezoning would do nothing to bring back affordable units for artists and makers, cultural venues, and small businesses. (Goren_LICC_093, Goren_LICC_123)

Response 174: The DEIS should evaluate and project the resulting change in predominant area income and, therefore, the possible changes to area rental costs that will result from the increased densities of the projected and potential development sites. Most important is the subsequent increase in AMI which determines eligibility for affordable units. Mitigation should include ways to address these increased costs and maximize affordability of publicly owned land. (Erion_CB1_173)As described in the DSOW, the socioeconomic conditions chapter will assess the potential effects of direct and

indirect (secondary) displacement of residents, and the indirect displacement of businesses, including consideration of the IBZ. Estimating the extent and nature of speculation on the part of landowners is outside the scope of *CEQR*.

Comment 175: I want to do what I can to be able to stay in this neighborhood—both to live and to work—which is why I've taken the time to write this email. Please, please, please consider the artists and the elderly with fixed incomes in your planning processes. (Griffin_149)

Response 175: The DEIS will include an analysis of indirect residential displacement in the Socioeconomic Conditions chapter.

Comment 176: I am deeply concerned about the impact this development would have on property values in the surrounding area. The influx of low-income residents could result in a decline in property values, making it difficult for current residents to sell their homes and move elsewhere as well as increased crime rates and other negative social effects. (DeMars_152)

Response 176: An assessment of impacts on property values is outside the scope of the DEIS; however, there will be a comprehensive assessment of socioeconomic impacts in accordance with the FSOW.

Comment 177: I am one of the owners of Fifth Hammer Brewing Company, located at 10-28 46th Avenue in Long Island City. The proposed zoning changes will destroy our business, allow for property values, and thereby tax revenues, to be maximized, and nothing will stand in the way of that goal (Sharfstein_009)

Response 177: As detailed in the DSOW, the socioeconomic conditions chapter will include an assessment of direct and indirect business displacement.

Comment 178: Data from the actual impact on prices over the past two decades of unparalleled growth must be included in the EIS. Mitigation would be to have less height and density than proposed and for these changes to be within a much smaller region than proposed. Additional mitigation is to commit adequate funding in advance to support, protect, and preserve existing businesses and creative spaces that are already in place. (Greenberg_168)

Response 178: The socioeconomic conditions assessments will include consideration of historic trends in the study area. Feasible

mitigation will be proposed for any significant adverse impacts identified as a result of the Proposed Actions.

Comment 179: As noted in CB2's comments on the DSOW, given the experience in the area of the past two decades, it is difficult to have confidence that the zoning strategies intended to protect and nurture industrial and related businesses will be economically viable or sufficient to overcome the additional market pressure that 14,000 more housing units will generate to displace these uses. The scope should include a robust analysis of these proposals, and evaluate the impact of the overall package not only in the Project Area but in the broader Long Island City environs. (Venech_141)

Response 179: Comment noted. As detailed in the DSOW, the socioeconomic conditions assessment will follow *CEQR Technical Manual* guidance with respect to study area delineations and analysis methods.

Comment 180: EIS must study all current data and literature, much of which shows that increasing, mostly luxury, housing, density, raises land values and does not lower rents. This is one of the underlying purposes of this massive rezoning, and all the data should be studied. (Dubnau_088)

Response 180: As detailed in the DSOW, the socioeconomic conditions assessment with follow *CEQR Technical Manual* guidance with respect to study area delineations and analysis methods.

Comment 181: The OneLIC Plan as it applies to manufacturing zones including the IBZ and surrounding areas will absolutely affect and displace local industry, creative, and commercial operations. (Greenberg_168)

Response 181: As described in the DSOW, the potential for direct and indirect commercial displacement will be analyzed in the DEIS. In addition, 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.

COMMUNITY FACILITIES AND SERVICES

Comment 182: The substantial new residential development would severely overburden schools, childcare centers, and libraries in the area.

Firm commitments to fund and construct new public facilities like schools, daycare centers, and library branches are needed to prevent overcrowding (Kumar_129)

Response 182: The DEIS will include an assessment of schools, childcare centers, and libraries as part of the Community Facilities chapter. If significant adverse impacts are found, mitigation measures will be developed.

Comment 183: It's essential to include increased sanitation and police presence to ensure our streets, green spaces and public areas are safe and meet the needs of our residents. (Cerbone_052, Chen_155, Park_158, Pavone_010, Tomassetti_131; Zheng_156)

The money potentially used to connect Gantry State Park to Queensbridge, which is already overburdened by teaming crowds, illegally parked cars, rats, and vendors, would be better spent on controlling the proliferation of rats, hiring more people for sanitation, garbage control and the police to make certain they are on top of dangerous double- parking, traffic control, the ramping up of crime, and fare evaders on the subways. (Dodes-Callahn_017)

Response 183: Comments noted. In accordance with the Draft and Final Scopes of Work the DEIS will include an assessment of impacts on solid waste and sanitation services in accordance with CEQR methodologies.

Comment 184: It is essential to include increased police presence to ensure our streets, green spaces, and public areas are safe. (Aubanel_C16_192).

Response 184: As discussed in the FSOW, the Proposed Actions would not create a sizeable new neighborhood where none existed before or directly affect an NYPD facility. Detailed analysis is not warranted, however the DEIS will include a discussion of existing police services affecting the neighborhood.

OPEN SPACE

Comment 185: There are significant open space opportunities, including the creation of more than 100,000 square feet of public space away from the waterfront on public City-owned land (the Long Island City Underline at Dutch Kills). A major inhibitor remains an entity that

can provide maintenance of the overall potential open space, not a single developer or private entity. (Wu and Barnes_CSCA_028)

Response 185: Comment noted.

SHADOWS

Comment 186: The rezoning will cast shadows from our neighbors on our property and the newly proposed elementary school on 2310, 43rd Avenue. With M2-3, zoning we can only build up to 95 feet, while my neighbors to the north and to the east can build up to 225 feet, it will definitely cast a shadow. (Chang_CRG_084)

Response 186: The DEIS will include a comprehensive analysis of shadows that will follow the guidelines in the *CEQR Technical Manual*. Per CEQR guidelines, sunlight-sensitive resources include the active and passive recreational uses as well as the vegetation in publicly accessible parks, plazas, and other open spaces; Greenstreets planted medians; schoolyards (if open to the public outside school hours); sunlight-dependent features of historic resources (for example, stained-glass windows or highly carved ornamental architectural façade features that are accentuated by sunlight); and natural resources that depend on sunlight. According to the *CEQR Technical Manual*, resources other than those described above are not sunlight sensitive including City streets and sidewalks; private yards and other spaces that are not publicly accessible; and building façades and roofs that have not been identified as sunlight-sensitive features of City, state, or federal historic resources. It should be noted that shadows move clockwise over the course of the day and, at the latitude of New York City, fall generally to the west in the morning, to the north in the middle of the day, and to the east in the afternoon, never falling to the south. Further, the length of shadows varies by time of day, with longer shadows in early morning and late afternoon and shorter shadows in midday, and also vary by season. Winter shadows are comparatively longer, spring and fall shadows are of moderate length, and summer shadows comparatively shortest.

Comment 187: I ride the ferry to and from Hunters Point. I am concerned about the high rises that will loom over the waterfront. I would like DCP to consider a plan/solution that will not create shadows of towers looming over the Hunters Point ferry stop and the potential waterfront connection between Gantry Park to the south and Queensbridge Park. I am also concerned about the shadows that

will cast over Anable Basin, an active water recreational area for kayaking and sea life (Catepillar_125)

Response 187: The potential for significant adverse shadow impacts on the East River waterfront and Anable Basin will be assessed in the DEIS. If the DEIS concludes that there are significant adverse shadows impacts, mitigation measures to address the impacts will be proposed. The shadow effects on project-generated open space, such as the potential waterfront connection between Gantry State Park and Queensbridge Park will be disclosed in the DEIS shadow analysis. As noted above, shadows move clockwise over the course of the day, and vary in direction by season. Shadows from waterfront structures would fall west in the morning, north in midday, and east in the afternoon, toward upland areas away from the waterfront. The shadows analysis in the DEIS will be prepared in accordance with *CEQR Technical Manual* guidance and disclose the total duration and coverage area of new shadow that would be cast on all sunlight-sensitive resources by the buildings generated under the Proposed Actions. Sunlight-sensitive resources include natural resources that depend on sunlight such as waterbodies, and consequently the DEIS will include an analysis of the effects of new shadow generated by the Proposed Actions on recreational uses and the flora and fauna habitats of the East River and Anable Basin.

Comment 188: The proposed development projects would literally leave Queensbridge Houses in the shadows (RRA_188)

Response 188: The Queensbridge Houses complex has been designated as eligible for listing on the New York State and National Registers of Historic Places, and its open spaces, landscaped walks, and recreation areas were included in the original site plan and are considered contributing factors to the architectural significance of the development. Therefore, the DEIS will analyze and disclose the extent and duration of new shadows resulting from the RWCDS and assess the potential for the RWCDS to cause significant adverse shadow impacts to the Queensbridge Houses.

HISTORIC AND CULTURAL RESOURCES

Comment 189: Also, historic resources are vitally important. They should be protected and preserved what needs to be protected and preserved, needs to be identified and designated ahead of rezoning actions. (Velasquez_059)

Response 189: As described in the DSOW, an Historic and Cultural Resources analysis will be included in the DEIS.

URBAN DESIGN AND VISUAL RESOURCES

Comment 190: Many of our streets in Long Island City are very dark and need proper lighting or the existing street lights are not working. (DeMars_152)

Response 190: Street lights are maintained by DOT. Street light outages should be reported to the City's 311 call system.

NATURAL RESOURCES

Comment 191: Incorporate bird-friendly building practices to minimize collisions and light pollution. This can include using non-reflective glass, incorporating bird-safe building materials, and reducing nighttime lighting. (Bieri_176)

Response 191: The DEIS will evaluate the potential impacts of the Proposed Actions on wildlife, including birds, within the study area. Any new buildings facilitated by the Proposed Actions would comply with New York City building code requirements for the use of bird-friendly materials to avoid bird collisions. Building materials would be designed to be in full compliance with Section 1403.8 of the New York City building code to minimize the potential for bird collisions.

Comment 192: The added new zoning construction of this project would result in significant environmental damage, destroying natural habitats, killing trees and green space, and putting wildlife at risk. I've noticed a huge decrease of birds in the park and ducks in the water. (DeMars_152)

Response 192: The DEIS will evaluate the potential impacts of the Proposed Actions on natural resources, including ecological communities and wildlife, within the study area. The natural resources analyses will consider construction related impacts, such as vegetation removal and increased noise and human activity on wildlife, and potential long-term operational impacts, such as increased shadows from developments facilitated by the Proposed Actions. In addition, any potential benefits from landscaped open space areas would be considered in the natural resources analysis in the DEIS.

HAZARDOUS MATERIALS

Comment 193: Many of these sites may be contaminated and there needs to be full assessments done ahead of development. This is an issue of environmental justice and a sustainable future, and the Congresswoman would not support rezoning without stronger commitments. (Velasquez_059)

Response 193: The DEIS will include an assessment of hazardous materials that considers whether any of the identified projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites.

WATER AND SEWER INFRASTRUCTURE

Comment 194: Flooding has been a problem in Long Island City; DEP should clean the catch basins and underground lines. (Zirinsky_042, Zirinsky_104)

The sewer system has not been adequately repaired or enlarged in long city to account for all the new residencies. (Brooks_087)

Our sewers fail us every time it rains, even if it only rains, a small amount. More towers will exasperate this (Brecker_094)

Response 194: As outlined in the Draft Scope of Work, the DEIS will include an analysis of water and sewer infrastructure which will assess the impacts of the projected stormwater and sanitary wastewater generation from the project development sites on the wastewater conveyance and treatment infrastructure serving the Project Area. Current operations and maintenance of the sewer system in the Project Area are outside the scope of this analysis.

Comment 195: It is well known that Long Island City's infrastructure is already strained beyond capacity. This applies to transportation, health, open space, protection against flooding, reducing heat islands, and the capacity of our sewers. Increased height and density will exacerbate what is already a critical hazard to safety, health, and quality of life. With each new zoning plans there have been unfulfilled promises to address our infrastructure. The EIS must study the history of how prior work on these issues have not at all kept up with the pace of development. This data must inform work that must be done before any permit is issued. (Greenberg_168)

Response 195: See the response to Comment 194 above. Assessment of prior projects' effects on water and sewer infrastructure is outside the

scope of this analysis. In accordance with the FSOW, the DEIS will include an assessment of potential impacts on infrastructure that will examine baseline conditions, the future without the proposed rezoning action and the impacts on the proposed rezoning actions on infrastructure.

Comment 196: The planning process provides an unprecedented opportunity to address the many longstanding infrastructure needs of the neighborhood, including sewers. I encourage the use of green infrastructure, including ensuring waterfront access that extends the resilient design features from Hunter's Point South Park to help protect the waterfront from the effects of climate change, and additions like bioswales and treepits in the IBZ. (Sechrist_HPPC_064, Sechrist_HPPC_164)

The Neighborhood Plan provides a once-in-a-lifetime opportunity to design a waterfront for this unique community. All development along the Hunters Point North study area waterfront, whether public or private, should pursue Waterfront Edge Design Guidelines (WEDG) Verification. WEDG expects projects to exceed regulatory requirements on the amount of stormwater that they can manage, and asks projects to identify benefits beyond the property line including managing additional stormwater from off-site to reduce community flooding. Projects should also use green infrastructure to retain stormwater which has been identified as a key area of concern for the community. (Waterfront Alliance_172)

The Neighborhood Plan should include WEDG for any projects along the Long Island City waterfront. (Soomro_NYLCV_180)

Response 196: Comment noted. Per the FSOW, an assessment of stormwater management will be included in Chapter 11, "Water and Sewer Infrastructure," in the DEIS.

Comment 197: NYLCV hopes the City will identify capital funding for stormwater management projects such as long-delayed investments in the sewer system and green infrastructure, and by upgrades to our subway stations. (Soomro_NYLCV_180)

The City must address existing sewage, sanitation, and flood prevention infrastructure issues before building thousands of units of new housing (Brown_047, Won_NYCC_043, Won_NYCC_165, Batan_113)

The lack of infrastructure investment sewage systems in the area while building residential skyscrapers defies belief. (Akrouk_035)

Invest in necessary upgrades to water management, sewer infrastructure, and flood management systems to support increased development and prevent future environmental and infrastructural issues. Incorporate flood-resistant building practices and invest in improved flood management infrastructure to address the risks associated with building in a flood plain. (Bieri_176)

Upgrading aging infrastructure, implementing sustainable stormwater practices, and increasing wastewater treatment capacity at Bowery Bay are critical needs to support the new development responsibly (Kumar_129)

The city has not implemented infrastructure improvements to storm sewers to support population growth. (CB2/QBP_144)

- Increase wastewater treatment capacity at Bowery Bay facility to handle projected sewage volumes.
- Replace antiquated sewers and install sustainable stormwater management systems throughout the Context Area to control runoff and combined sewer overflows.
- Secure capital commitments and timelines from DEP to ensure that this work occurs before new development. (CB2/QBP_144)

Response 197: As outlined in the Draft Scope of Work and this FSOW, the water and sewer infrastructure analysis of the DEIS will summarize any expected changes to the stormwater drainage plan and sewer system in the future without the Proposed Actions. The analysis will determine the impacts of the projected stormwater and sanitary wastewater generation from the project development sites on the wastewater conveyance and treatment infrastructure serving the Project Area, and as warranted, will summarize any additional improvements that may be needed.

Comment 198: To ensure that development does not increase. Combined over sewer, sewer overflows and surrounding areas, the city must comprehensively study the sewer system, drainage and hydrology and implement tools to solve current problems and guarantee that new development does not add to them. I want to recognize the efforts of the Department of Environmental Protection with this long-term control plan. But we have to do more now to mitigate any impacts. (Velasquez_059)

Response 198: As outlined in the Draft Scope of Work, the water and sewer infrastructure analysis will assess the effects of future stormwater

generation from the projected development sites. Measures to fully eliminate CSO and efforts to reduce CSOs city-wide are outside the scope of this analysis.

Comment 199: The new buildings could be designed to hold stormwater, wastewater and runoff onsite through detention/retention systems until the inclement weather subsides thereby helping to relieve the sewer system during high tide and/or heavy downpours (Smith_128)

Response 199: Comment noted. The DEIS will include a discussion of the City's Unified Stormwater Rule, which requires on-site storage of stormwater runoff and slower release to the sewer system.

SOLID WASTE AND SANITATION SERVICES

Comment 200: It's essential to include increased sanitation to ensure our streets, green spaces, and public areas are safe and meet the needs of our residents. Improve the current street and sidewalk infrastructure, add more street lighting, and improve or create new public spaces. (Cerbone_052, Chen_155, Park_158, Pavone_010, Tomassetti_131; Zheng_156)

The money potentially used to connect Gantry State Park to Queensbridge, which is already overburdened by teaming crowds, illegally parked cars, rats, and vendors, would be better spent on controlling the proliferation of rats and hiring more people for sanitation and garbage control. (Dodes-Callahn_017)

Response 200: In accordance with the Draft and FSOW, the DEIS will include an assessment of potential impacts on Solid Waste and Sanitation Services.

Comment 201: It is essential to include increased sanitation and police presence to ensure our streets, green spaces, and public areas are safe and meet the needs of our growing vibrant community. (Aubanel_C16_192)

Response 201: As discussed in the DSOW, the DEIS will include an assessment of the potential for the Proposed Actions to result in significant adverse impacts related to solid waste and sanitation services. If impacts are identified, mitigation measures will be proposed in the DEIS.

TRANSPORTATION

Comment 202: The objectives outlined for the project would place extraordinary and overlapping aggregate demands on the already-congested network of streets, sidewalks, and intersections serving the area. Analysis of parking demand is a particular challenge. The brief description in the DSOW oversimplifies the variety of demands for parking generated by the diverse and changing nature of the area and their temporal distribution. The transportation task is well scoped, but it should include provisions to test iterative scenarios that would adjust one or another variables as the team strives to achieve all the objectives for the optimal combination of strategies to make the transportation network work as well as possible for all the needs various elements of the Proposed Actions would generate. Transportation impacts also are likely to spill over beyond the Project Area, so potential effects—and possible mitigating solutions—should get adequate attention in the analysis. (Venech_141)

Response 202: A comprehensive parking demand forecast of the Proposed Actions' RWCDS will estimate hourly parking demand for each land use by projected development site. Regarding the effects of the Proposed Actions and potential solutions, if impacts are identified as a result of the various detailed analyses of the With Action condition (which considers trips generated by the Proposed Actions), the most reasonable and feasible mitigation measures and potential improvements will be recommended to address and alleviate the effects of the Proposed Actions, as appropriate, in consultation with NYCDOT, NYCT, and MTA in conjunction with the lead agency.

Comment 203: It is essential that new housing be matched by transportation enhancements. (Sechrist_HPPC_064, Sechrist_HPPC_164)

Response 203: Per the FSOW the DEIS will include an assessment of impact on transportation systems and the need for any mitigation where impacts are identified.

Comment 204: NYLCV supports DCP’s proposal to improve LIC’s local transportation network and public realm. We encourage the City to continue installing protected bike and bus lanes, which should work in tandem with the NYC Streets Plan. (Soomro_NYLCV_180)

Bike lanes that are fully separated from automobile traffic and protected by hardened barriers or parked vehicles, where relevant,

both protect cyclists and other micromobility users and encourages greater waves of new cyclists… neighborhoods. The protected bike lanes in Long Island City should be completed and expanded, and the planned Blissville Greenway should be completed. The neighborhood plan must include protected bike lanes on all streets as roadway space is remixed for new uses and needs. There must also be adequate bike parking, including secure bike parking, and sufficiently available Citibike docks. (CB2/QBP_144)

Response 204: Per the FSOW, impacts on traffic conditions, public transportation facilities and services, pedestrian elements, and street user safety will be evaluated in the DEIS.

Comment 205: Alternate side of the street parking rules should be in effect within the rezoning area. (Zirinsky_042)

Response 205: A comprehensive reassessment of parking restrictions related to sweeping regulations and alternate parking across the entirety of the rezoning area is outside the scope of this environmental review.

Comment 206: The City has not increased public transit capacity to support population growth in the area. (CB2/QBP_144)

Response 206: The transportation analysis in the DEIS will consider the potential for significant adverse impacts on transit serving the Project Area, including subways and buses. If significant adverse impacts are identified, mitigation measures will be proposed to address the impacts.

Comment 207: The planning outlined in the DSOW is too reliant on Level of Service (LOS) goals for automobiles and minimum-required transit service. For a safer, healthier, and more vibrant neighborhood that accommodates all, the Plan must include a vision for a new streetscape using tools the city is currently employing in its most dense neighborhoods. (CB2/QBP_144)

Response 207: As stated in the DSOW, the traffic and transit analyses in the DEIS will be performed in accordance with methodologies approved by DCP, as the lead agency, DOT and MTA. Further, traffic operating characteristics at each analyzed intersection including levels of service (LOS) per lane group, will be conducted using the Highway Capacity Manual (HCM), as approved by DOT.

Comment 208: Transportation Improvements:

- Implement road/intersection reconfigurations, signal timing changes, new bike lanes, sidewalk widenings, and other measures to improve traffic operations and pedestrian/cyclist safety.
- Require transit facility upgrades like new subway entrances/mezzanines and bus infrastructure to increase circulation capacity.
- Identify specific projects, funding, timelines, and mechanisms to ensure improvements are built. (CB2/QBP_144)

Response 208: As stated in the DSOW, the DEIS will identify and evaluate potential traffic, transit and pedestrian impacts and identify mitigation measures, as appropriate, for all significantly impacted locations in consultation with the lead agency, DOT and MTA.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Comment 209: I don't see how this work will analyze explicitly how this plan will align with New York City's Net Zero 2050 goal (another reason to expand the timeline). I also didn't see how the plan will explicitly consider climate change adaptation, which includes resiliency but also creative thinking to develop green infrastructure. (Aceituno_033, Aceituno_108)

Response 209: As discussed in the Draft Scope of Work, GHG emissions from the development projected as part of the Proposed Actions will be quantified based on the projected energy consumption and compared with New York City's building emissions limits, as established under Local Law 97. The emissions analysis will consider if projected developments would be consistent with the City's short-term sustainability goals, and how compliance with existing policies would ensure compliance with the 2050 goal of net zero carbon emissions.

Additionally, the DEIS will include a qualitative discussion of the potential effects of climate change on the Proposed Actions based on the best available information, and considerations of adaptation that may be implemented at projected development sites in response to future environmental conditions resulting from climate change.

Comment 210: The City should plan for long-term coastal protection, ensure that future projects are responsible to local priorities and conditions including sea level rise, explore a range of stormwater management strategies, and pursue strategies that reduce the

urban heal island effect and keep residents safe from extreme heat. It is also important to promote soft shorelines where feasible and utilize existing tools to reduce the vulnerability of new and existing buildings to current and future coastal flooding. WEDG prioritizes community flood resilience. (Waterfront Alliance_172)

Response 210: The Greenhouse Gas Emissions and Climate Change chapter of the DEIS will include a qualitative discussion of the potential effects of climate change on the Proposed Actions based on the best available information and consistent with New York City's resiliency design guidelines. 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.

Comment 211: We encourage DCP to include evaluations of how to decrease building emissions in the study area via projects like thermal energy networks (TENS) and rooftop and canopy solar. (Soomro_NYLCV_180)

Response 211: While design elements for individual developments is unknown, the GHG emissions analysis will include consideration of sustainable measures that would ensure building emissions would be consistent with New York City emission reduction goals. This may include a discussion of immediate and future building emissions limits established under Local Law 97, requirements for rooftop solar by building code, New York State and New York City's commitment to a renewable electrical grid, and implementation of zero-emission vehicle (ZEV) requirements. Where information is available, potential reduction in GHG emissions will be quantified. Construction of district-scale energy networks is not included as part of the Proposed Actions.

PUBLIC HEALTH

Comment 212: It is well known that Long Island City’s infrastructure is already strained beyond capacity. This applies to transportation, health, open space, protection against flooding, reducing heat islands, and the capacity of our sewers. Increased height and density will exacerbate what is already a critical hazard to safety, health, and quality of life. With each new zoning plans there have been unfulfilled promises to address our infrastructure. The EIS must study the history of how prior work on these issues have not at all

kept up with the pace of development. This data must inform work that must be done before any permit is issued. (Greenberg_168)

Response 212: Per the FSOW, the DEIS will include a Public Health chapter in accordance with CEQR methodologies. The DEIS will also include in separate chapters assessments of impacts on Open Space (Chapter 5), Water and Sewer Infrastructure (Chapter 11), and Transportation (Chapter 14).

NEIGHBORHOOD CHARACTER

Comment 213: The type of housing being proposed is simply not in keeping with the character of our neighborhood. It would also drastically alter the aesthetic of our area, replacing the existing greenery and open spaces with a monolithic, high-density housing complex. (DeMars_152)

Yes, let's build more housing, and plenty of it, absolutely. But let's not do it by leveling ALL the old industrial buildings and erecting a bunch of alienating, giant glass and concrete towers. Let's do it by creating an actual NEIGHBORHOOD. Let's build lots of new mid- and low-rise housing. (Ort_199)

Response 213: Per the FSOW, the DEIS will consider the mix of uses, built form, historic features, and urban design elements of the area in the Neighborhood Character chapter of the DEIS. The potential for the Proposed Actions to adversely impact any of the contributing elements of neighborhood character will be assessed.

CONSTRUCTION

Comment 214: The proposed development projects would expose thousands of families to years of hazardous construction conditions despite already existing poor air quality. (RRA_188)

Response 214: The DEIS will include a detailed construction air quality analysis to assess the potential for air quality impacts during the construction period.

MITIGATION

Comment 215: Mitigation should be locked in through legally binding mechanisms from the City and developers, including: Capital funding commitments from relevant agencies, contractual agreements between the City and developers mandating mitigation requirements, and for City-owned sites, mitigation through Land

Disposition Agreements. I advocate for tying the pace and scale of new development directly to the provision of supporting infrastructure through a phased implementation approach. Quantifiable benchmarks for new schools, daycare seats, open spaces, infrastructure upgrades, transportation improvements, etc. should be established. Only once these benchmarks are met should the next phase of development be permitted to proceed. The phasing plan should be incorporated into the proposed zoning actions. (Kumar_129)

Past history of zoning large and small has come with a wide range of issues uncovered in prior Environmental Impact Studies and outlined mitigation. But development proceeds and the supposed required mitigation does not take place. There is no means to enforce what was required because it is easier for the City to instead make future commitments without actually setting aside secured funds. The EIS thus becomes a hollow document. An upzone of the scale and breadth proposed cannot repeat this history. Again, this is an instance where the mitigation needs to be in advance otherwise the issues being addressed just get worse. The zoning should not become law until certain commitments are funded and properly sequenced. (Greenberg_168)

Mitigation must have a viable plan with existing funds—not theoretically presumed funding—so that the infrastructure can catch up before its problems are a disaster and a detriment to economic growth. (Greenberg_168)

Long Island City has experienced construction of over 10,000 new units, causing massive infrastructure issues that have yet to be addressed. The EIS must be accompanied by some form of legally binding mechanism for accountability to ensure development adheres to what was promised. We demand a concrete form of community power built into the plan in order to stop any overdevelopment that defies the finding of this new EIS. (Salazar_WQCLT_195)

Response 215: Per the FSOW, mitigation will be proposed for significant adverse impacts identified as a result of the DEIS analyses.

Comment 216: What mitigation needs to be done, both in terms of the environmental toxins and some of the industrial past uses of this? Who's going to be paying for that? (Hantzopoulos_138)

Response 216: Mitigation will be determined in the DEIS for any technical areas that project significant adverse impacts as a result of the Proposed Actions.

Comment 217: Construction mitigation must include a coherent area wide air and health safety plan as well as continual monitoring of air and soil quality on all major construction sites. (Greenberg_168)

Response 217: Measures to address exposure to hazardous materials during construction will be identified in the DEIS.

Comment 218: Developers should be required to give some of the added value from upzoning a property's height and density back to the community, to fund additional resiliency, open space, infrastructure, and services needed to support new density. (Goren_LICC_123)

Response 218: As described above, mitigation will be determined in the DEIS for any technical areas that project a significant adverse impacts as a result of the Proposed Actions.

Comment 219: CB2 insists that any zoning changes to allow higher densities and significant new residential and commercial development must be contingent upon firm commitments and implementation plans from the City to provide the necessary supporting infrastructure and amenities upfront. Merely stating that mitigation measures will be explored in the EIS is unacceptable. (CB2/QBP_144)

Response 219: As required by SEQRA/CEQR, mitigation measures are recommended in the DEIS to address identified significant adverse impacts of the Proposed Actions. A range of feasible mitigation measures may be presented for public review and discussion. In the FEIS, mitigation and its method of implementation must be described. Certain mitigation measures that require implementation by, or approval from, City agencies should be agreed to in writing by the implementing agency before such mitigation is included in the FEIS. In addition, in the absence of a commitment to mitigation or when no feasible mitigation measures can be identified, a reasoned elaboration as to why mitigation is not practicable provided, and the potential for unmitigated or unmitigable significant adverse impacts should be disclosed.

ALTERNATIVES

Comment 220: The CEQR scope of work should include definition of a mid-range development alternative that sets more modest objectives for the level of new housing development, less complex modifications of zoning for industrial blocks, and perhaps a broader project area. This adheres to CEQR guidelines (see Task 22), but it is best defined at the beginning of the process rather than framed in the later stages of the analysis. (Venech_141)

The plan for the EIS provides a false choice: between doing "nothing" and doing this (extreme) rezoning. A true study would ALSO provide an option for "Medium Density." CB2 has similarly pointed out that DCP is providing a false choice and has asked for a "Medium Density" study as well. (Limbert_175)

Response 220: As noted in the DSOW, the DEIS will explore alternatives to the Proposed Actions that would serve to reduce or eliminate significant adverse impacts identified through the environmental review.

Comment 221: Attention should be paid to the negative impacts of not going forward with a rezoning like this one. If Long Island City is not rezoned what will the negative impacts be on rent prices, workspaces, waterfront accessibility, community facilities, schools, and quality of life. (Quigley_P_073)

Response 221: The DEIS will include an assessment of a No Action Alternative—a development scenario without approval the Proposed Actions.

Comment 222: The density you are proposing on the waterfront will diminish [sunlight]—this elemental quality of light irreparably. Provide the density upland, closer to the transit and provide lower buildings and more open space by the waterfront. Why was this not studied as an option? I formally request that it be studied. I have a suggestion: A formulation for doing this would be for the City to undertake all of the waterfront upgrade and land acquisition for open space through a bonding, which could be funded by the creation of new air-right in the study area, which could be transferred to certain upland sites, with proceeds going to the bonds. The East Midtown zoning is such a model. That way waterfront property owners would not have to carry the burden (or the long-term maintenance) of the waterfront improvement (the city could pay for it from the sale of air rights) and would not have to be the landing spot for so much height and bulk.

There is no height limit on the waterfront properties as proposed. This seems counter to any sensitivity of the people living upland and who have enjoyed seeing the sky, particularly when there is an alternative (Fan_134)

Response 222: Sites along the waterfront were identified for redevelopment under the Proposed Actions because they are large enough to accommodate the density to provide a substantial amount of new housing, community amenities and new waterfront open space through the WAP.

Comment 223: CB2 feels that the EIS should include a significantly lower density alternative to the Proposed Actions. (CB2/QBP_144)

Response 223: Any significantly lower density alternative would conflict with the Neighborhood Plan put forth by DCP and the community. It would not provide a sufficient amount of housing or affordable housing, and other community amenities. In addition, a significantly lower density alternative would not provide the commercial and industrial space to support existing businesses and to expand and introduce new businesses to the neighborhood.

MISCELLANEOUS

Comment 224: The Proposed Project should include increased public open spaces and public bathrooms. Reviving the Residential Privately Owned Public Spaces (POPS) Program and developing a modern, comprehensive POPS program could create a more cohesive network of green spaces, extending from the waterfront to Court Square. These green spaces would provide residents with greater access to nature, opportunities for community connection, reduce the urban heat index, and could be designed to include bioswales to more effectively manage stormwater. (Chou_PBDA_044)

Response 224: Comment noted.

Comment 225: A higher density neighborhood which is walkable and transit oriented, with high density housing and light manufacturing, with parks and playgrounds at strategic nodes, and schools in close proximity to residences and are walkable would be sustainable. We need to look at this neighborhood as one entity. (Mohanta_SS_039)

Response 225: Comment noted.

Comment 226: Working families need to drive out and park home, whereas there are very limited parking space around the Queensbridge Housing, for both on street and NYCHA lot. Can you officials and council reps first deal with the parking for NYCHA residents (Huang_006).

Create new parking facilities for the residents of Queensbridge Houses (Anonymous_154)

Response 226: Comment noted.

Comment 227: There is a huge problem with the building code as it relates to what Article 47 is asking for. Building code requires greater space than the actual regulator for childcare centers. This is not a great trend because newer facilities built will serve less children. (Kung_038)

Response 227: Comment noted.

Comment 228: The scope must include analysis of any increased future environmental liability that a rezoning might induce, due to the area's unique positioning along the East River waterfront. The East River can flow down to New Jersey or up to Connecticut and touches all five boroughs. Furthermore, rezoning could increase the liability of New York City and New York State to New Jersey or Connecticut, and the scope of this ULURP should recognize and analyze this possible future environmental liability (Okayama_019)

Response 228: The request to analyze conditions in New Jersey and Connecticut is beyond the scope of CEQR.

Comment 229: There are too many shelters in the district—address needs of asylum seekers while balancing needs of current residents (Won_NYCC_043, Won_NYCC_165)

Response 229: Comment noted.

Comment 230: How will the city pay for the necessary infrastructure? Schools, sewers, libraries, hospitals? What is the cost for these? And how is that going to be paid for? Especially given the developers will probably be utilizing many tax breaks and incentives. I'd like to know what is going to be available to them. And how much is that going to impact how much money we have for all the improvements that we want to see? (Hantzopoulos_138)

Response 230: New York City funds services through a combination of taxes, grants, and other revenue sources. Major sources of revenue include income, property, and sales taxes. The City also receives

state and federal funding for longer-term capital infrastructure projects to support transportation, schools. parks and recreation, and economic development.

Comment 231: Reproduce where people in Court Square actually like to congregate—in the areas with low and medium height buildings—not along the sterile blocks along Jackson Avenue and Queens Plaza. I don't know anyone who wants to go to Queens Plaza to spend time. In fact, learn from established neighborhoods like Sunnyside or Astoria or most of Brooklyn (rather than taking Midtown Manhattan and Queens Plaza as models). (Limbert_076, Limbert_175)

Response 231: Comment noted.

Comment 232: Swimming was one of the original promises that came with Gantry State Park as evidenced on their signage and is still unrealized. It's long overdue for the governmental agencies to be accountable for this to become a reality. I say yes to more trees, parkland and eco green spaces instead of toxic, carcinogenic astro turf (synthetic grass). (Shtern_145)

Response 232: Comment noted.

Comment 233: We encourage the City to center equity and environmental justice when planning for this area. A large part of the Neighborhood Plan is considered an environmental justice area. Given this area's proximity to industry and traffic, we hope the City takes a holistic approach to combating past environmental injustices and planning for current and future climate change threats. (Soomro_NYLCV_180)

Response 233: The FSOW has been revised to include reference to the Environmental Justice Siting Law (EJSL). The DEIS will include an Effects on Disadvantaged Communities analysis pursuant to the EJSL as a standalone chapter.

Comment 234: We urge the City to keep the needs and aspirations of the residents of Queensbridge in mind when finalizing its recommendations and expansion and enhancement of Riis Settlement's facilities will be key to that endeavor. (Hanway_RS_182)

Response 234: Comment noted.

Comment 235: Another big issue (discussed but not resolved) is the removal of the food trucks from Center Blvd, UC which not only takes up parking in our neighborhood but significantly hurts our nearby restaurant businesses AND MOST IMPORTANTLY attracts rodents especially rats at all hours of the day and night. (DeMars_152)

Response 235: Comment noted.

Comment 236: We strongly believe that each project within the Hunters Point North Vision Plan should be designed to the high standards established in wedge. In meeting these standards, community members can be assured that each project will be reaching its highest level in helping achieve community goals. we strongly encourage that any project along the hunters point north waterfront, be built to wedge guidelines and standards, and also just wanted to note the potential for connecting these future resilient waterfronts of Hunters Point, together with Hunters Point, South Queensbridge Park, and other waterfronts in Astoria. (McKee_WA_112)

Response 236: Comment noted.

Comment 237: Upgrade and renovate the Jacob Riis Older Adults Senior Center (Anonymous_154)

Repairs for the Riis Community Center: Another vital community space in the heart of Queensbridge Houses that has been neglected for far too long. (Jara_177)

Response 237: Comment noted.

Comment 238: This plan should include the reinstatement of an area that had been used by Big Reuse to process food scraps into compost that is provided to parks, community gardens (such as Smiling Hogshead Ranch) and the public at large, while creating green jobs. (Aceituno_033, Aceituno_108)

Response 238: Comment noted.

GENERAL SUPPORT

Comment 239: I/we support the Proposed Project. (Bor_UCI_022, Schwarz_014; Adams_LCC_030, Adams_LCC_102, Casa_NYBC_031, Casa_NYBC_066, Mohanta_SS_039, Gorrill_011, Granger_016, Bornstein_QEDC_050, Smith_128, DeCerbo_REBNY_054,

Richards_QBP_056, Heslin_NYIC_146, MCG_157, Miller_194, Wissak_191, Dholakia_189, Reddy_083, Hare_095, Gates_RPA_110, Kirby_068)

We support the plan's commitment to preserving and increasing the light industrial, retail, entertainment, cultural, and office uses that are vital to a sustainable live-work community. We also support the plan's commitment to affordable housing. (Adams_LCC_102, Adams_LCC_030)

The Proposed Project would result in substantial benefits to the community, including the construction of 14,000 new, mixed-incoming housing units that would meet the urgent need for affordable housing. Additionally, the commitment to incorporate Mandatory Inclusionary Housing ensures that Long Island City will continue to be accessible to a wide range of residents and families at all income levels. We welcome the essential infrastructure and community investments included in the Proposed Project. (Casa_NYBC_031, Casa_NYBC_066)

The mix of uses will bring more employers, employees, and therefore more jobs. (Mohanta_SS_039)

The proposed rezoning area includes large swathes of land currently zoned for industrial use. Long Island City land is far too valuable to be used for only industrial purposes; I support the fact that the currently proposed plan would enable residential where it is currently not permitted (Dholakia_189).

I/we support the Plan's objectives to increase housing, generate job opportunities, and enhance Long Island City's mixed-use character. Affordable housing, locally owned retail, and necessary services are vital to the neighborhood. The changes will increase density, boost traffic, and stimulate the local economy. It's essential to provide increased sanitation and police presence to ensure our streets and public spaces are safe. More open space, infrastructure, and transportation improvements are necessary to benefit retail businesses and the community. Connecting Queensbridge Park to Anable Basin will bring the community together. Upgrades to infrastructure must be accommodated. (Levinson_013, Bornstein_QEDC_050, Bornstein_QEDC_071)

We support the Neighborhood Plan's objectives to protect existing affordable housing and generate significant new housing, including affordable housing that serves diverse types of households and family needs. (Sechrist_HPPC_064, Sechrist_HPPC_164)

I encourage the allowance high density along the waterfront and the redevelopment of the DOE warehouse. Preserving it is not as important as encouraging the maximum amount of residential development. Further, market rate and affordable homes are desirable, as market rate helps pay for the affordable units. (Miller_020)

The Neighborhood Plan presents a remarkable opportunity to provide the affordable mixed-income housing that New York City desperately needs, and a unique chance to add open space for recreation. With property planning and cutting-edge environmental science, we can ensure that any new development makes for a more resilient Long Island City. We are pleased by the comprehensive nature of this planning effort. Finally, we'd like to stress just how pleased we are by the comprehensive nature of this planning effort. This process is not simply about bringing a more rational land use policy, but rather it's really an opportunity for all stakeholders to advocate for the resources that will make the most meaningful change in the years to come. Improving resiliency, rethinking the best use of publicly owned buildings and spaces. (Ives_BPG_078, Ives_BPG_174)

NYLCV supports the land use objectives of the Neighborhood Plan. (Soomro_NYLCV_180)

We support the rezoning plan objectives to create new housing, generate job opportunities, and enhance Long Island City's mixed-use character. The proposed changes will increase residential density, boost foot traffic, and stimulate the local economy. (Aubanel_C16_192)

The proposed rezoning would allow my Asian-woman-owned construction company to develop a training and design center, which would add 120 employees to my organization. (Bor_UCI_022)

I want to give my support to the Neighborhood Plan and thank city planning for all the effort that you guys have put into this plan. I believe the creation of 16,000 new housing units for all income levels will be great for the neighborhood and all of its residents, because such a high increase in the supply should ultimately alleviate the rising rent prices. The 50 or so new developments that I saw will also help not only create new construction jobs, but also permanent jobs through the expansion of retail and commercial spaces in the area. Other elements, such as potential schools, more open space and better activation of his streets will also

improve the lives of the people living within the community. (Xu_UCDG_082)

We commend city planning the Council member one for undertaking this study that will help ensure that any proposed rezoning is finally truly comprehensive, and will not only deliver the desperately needed housing the city needs, but also deliver the required infrastructure, investment, the creation of open space, new schools, new, local, and supportive, retail, and many other amenities and benefits that our community deserves. So, thank you for your time. (Pfohl_P_106)

We just wanted to commend DCP for undertaking the comprehensive plan. The 44th Drive, 45th Road, 46th Road area have been historically overlooked. We find it important that the rezoning as proposed, would make that area a mixed-use zone connecting the Court Square and Queens Plaza neighborhoods with the waterfront. We feel that the IBZ and the retention of industrial businesses there, and the upscaling of the industrial area is also very important. (Ebenstein_061)

I would like to express our strong support for the Neighborhood Plan. I am thrilled that DCP has proposed multiple new schools as part of the Neighborhood Plan, creating additional school capacity and giving Long Island City families confidence that their children will have the opportunity to stay in our neighborhood as they continue to grow and thrive. I support DCP's proposal to add approximately 14,000 units of new mixed income housing to this neighborhood. In particular, we applaud the City's decision to map Long Island City for mandatory inclusionary housing as this will help broaden the range of residents in particular, young and growing families who will have an opportunity to live here as parents. We also look forward to a green way that will connect Gantry State Park to Queensbridge Park. We are encouraged by DCP's inclusion of major infrastructure upgrades like sewers and the subway. (Craig_074)

We're really eager to see more housing created as part of this plan, so that Long Island City can effectively house the next generation of New Yorkers in one of the most transit connected neighborhoods in New York City. (Goodrich_JB_067)

I want to encourage the continuing focus on especially affordable housing, the use of vacant city owned lands for affordable housing in particular, and the dedication to housing growth overall through this. (Gates_RPA_110)

Response 239: Comments noted.

GENERAL OPPOSITION

Comment 240: This rezoning, particularly in the area of Anable Basin, reeks of developer kickback at City Hall. (Akrouk_035)

The Neighborhood Plan must be scrutinized for its profound implications on our community. Long Island City is already grappling with serious deficits in open space and resiliency; these problems will only worsen with additional development unless addressed comprehensively. (Gonzalez_NYS_045, Gonzalez_NYS_058)

I would like to testify that I am not in favor of the apocalyptic rezoning of Long Island City. I am so very tired of living in a construction zone. It's pretty obvious that I'm being priced out with the vast amount of Luxury buildings that continue to be built here. (Belden_163)

The proposed upzoning will add to deficits and problems for resiliency, open space, equity, and affordability. New York City's housing concerns cannot be solved alone by Long Island City; Long Island City cannot grow its way to affordability; and new housing cannot come at the expense of critical resiliency. It must be placed outside of the floodplain. (Goren_LICC_093, Goren_LICC_123)

I/we oppose the proposed project. (ORT_199, DeMars_152)

I believe that the current draft scope of work for OneLIC is simply a recipe for further over-development and is another gift to developers. Contrary to what DCP has claimed, this is not a "comprehensive plan" that appreciates resident wishes and concerns. (Limbert_076, Limbert_175)

I am opposed to the Neighborhood Plan as it is currently presented because I'm concerned it will adversely affect Long Island City and the surrounding neighborhoods in these areas: climate resilience, housing and homelessness, and displacement of small businesses and cultural workers. (Brown_116, Brown_187)

Unfortunately, the package of Proposed Actions DCP announced this summer is so ambitious, complex, and concentrated geographically that its aggregate impacts would be unacceptable. Many who are familiar with the Project Area and environs and their evolution through the past three decades find it impossible to

imagine that this process could reconcile all the worthy objectives set forth in the proposal within this confined area. (Venech_141)

In addition to long-existing small businesses, there are many new wonderful, community oriented, small businesses organically popping up in this area—from around the Glacial Rock to Greats of Craft to Pickleball Courts—and all of that will be swallowed up in this plan. OneLIC ignores all of this activity and life. Allow these businesses to remain with low- to medium-height buildings. (Limbert_175)

The Ravenswood Resident Association respectfully requests a comprehensive modification of the Neighborhood Plan, and if not, that this plan be jettisoned altogether. This plan is not good for our community and the future of our neighborhood. As the Neighborhood Plan currently stands, this proposal would exacerbate the effects of gentrification and make Queensbridge and Ravenswood even more insular and disconnected from the surrounding neighborhood. (RRA_188)

Today I ask my government that works for me and for my neighbors to do better for my community and shift focus from pushing through this rezoning, to planning and building communities that are affordable, livable, resilient, and fair. (Brecker_094)

Response 240: Comments noted.

Community Board

[EXTERNAL] Written testimony, LIC Neighborhood Plan

Karesia B <karesiab@hotmail.com>

Mon 8/12/2024 8:44 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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My name is Karesia Batan and I serve on CB2, Chair arts and culture committee, and work heavily for the past 11 years in public space activation in LIC as Executive Director of Queensboro Dance Festival. I also serve on the board of Design Trust for Public Space.

I do want to state first I strongly agree with previous comments regarding need for infrastructure and deeply affordable housing to allow growth for families (for example, in my case, $2500 for a 2br is not affordable for a young family of 4 with 2 full-time jobs, 1 of which is a city job (DOE), and we still cannot afford a 2br.), However, I am submitting commentary focused on arts and culture, which is an undeniable characteristic of this neighborhood. I thank CM Julie Won and other elected officials for recognizing and supporting our call for preservation of arts and culture in our district and responsible, community led development.

For the almost 20 years I've been in this district and 8 years serving on community board 2, whenever there is new development in the neighborhood, the most palpable impact is the pricing out and erasure of artists and arts and culture in our area, as well as empty promises for affordable housing and community space. This has led to ongoing distrust that artists have in development as well as this rezoning process in general.

I urge as this process continues, that development projects recognize the too often missed opportunity to work with the creative arts organizations that will simultaneously preserve and support the cultural landscape here that developers clearly see is a valuable amenity. Public-private relationships are already successfully modeled here and actively demonstrate mutually beneficial impact, so this is possible and sustainable. This looks as simple as permanent public art space (which often doubles as open space) for live or exhibited art, murals, or commissioning artists for artwork and design in their projects. The city should require every development project proposed for our neighborhood, have a legally binding arts and culture plan to even be eligible to develop here. This should be incentivized. We have been long overdue for longterm investment in arts and culture here, that will benefit both development and arts industries. Thank you.

Karesia Batan || **The Physical Plant Dance Projects**
Director, Queensboro Dance Festival
Find your City Council District
Artist in District 26/Queens CB2? List Event
Zoom to a D26/CB2 Arts & Culture Meeting (2nd Tues monthly)

Donovan Richards
Queens Borough President

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9/13/2024

Queens Community Board 2 Comments on the OneLIC EIS Draft Scope of Work. (CEQR No. 25DCP001Q)

I. **Queens Community Board 2 strongly supports the stated goals of the Long Island City Neighborhood Plan as outlined on page 2 of the Introduction to the Draft Scope of Work dated July 12, 2024.** We agree:

- that Long Island City is in desperate need of more affordable housing and that the existing modestly priced housing should be preserved,
- that there is currently insufficient park space, that the Neighborhood Plan should include the addition of sufficient new park space to bring the park space ratio up to current City standards, and that this space should be located throughout the study area so as to be within easy walking distance for all residents
- that multi-modal transportation improvements are required,
- that existing businesses should be supported and enabled to thrive, and
- that the area faces severe current and future environmental challenges, including storm surges along the waterfront, on-going sea level rise, inadequate combined sewers and increased frequency of inland flooding, and that any proposed Actions by the City, including those that enable "planned development and population growth" should mitigate rather than exacerbate the effects of these challenges.

We also note that LIC overall has added about 25,000 units within the past 20 years and been the fastest growing community in the US on a "units added per square mile" basis. The "Study Area History" on pages 4 and 5 of the DSOW omits any account of this recent construction and population boom, or the resulting changes in the neighborhood character. <u>This omission in the narrative should be corrected.</u>

To date the City has not implemented sufficient infrastructure improvements in storm sewers, public transit capacity or additional park space to support the population growth that has already taken place within the Context Area defined by the Study. As previously stated in the Stipulations which accompanied our approval for the City of Yes for Housing Opportunity Text Amendments, the cumulative effects of this recent development should be mitigated prior to implementation of any new actions that would result in massive additional growth.

II. **Queens CB2 disagrees with the DSOW's characterization of the planning process to date.** On p.16 the DSOW states that "The Proposed Actions reflect DCP's on-going community engagement process with local Community Boards, community residents, business owners, community-based-organizations, ….to achieve the following land use objectives". Since the announcement of the OneLIC planning initiative in Fall 2023, DCP has not engaged with CB2 beyond inviting members to participate in their "Visioning Sessions" as individuals. These three sessions allowed only for atomized anonymous individual comments on Post-It notes and furthermore:

1. They did not offer any opportunity for CB2 or other established local community groups of long-standing to engage in meaningful dialogue or to offer the perspectives of volunteer members with deep knowledge and long histories in the neighborhood.
2. They provided only very broad demographic and physical data about the existing area but did not discuss or present any of the numerous Proposed Actions outlined on pages 2 and 3 of the DSOW, beyond a single technical map of proposed rezonings at Session 3. This map was presented without any 3-D information that might have allowed participants to visualize the potential effects of the proposed changes or to compare them with the surrounding area. None of the other Proposed Map Changes or Disposition Items outlined in the DSOW were presented in draft form, or even discussed.
3. Session 3 took place on June 24, after the final CB2 Full Board meeting of the spring and during the summer recess. Thus there was no opportunity for Board discussion of even the minimal information that was presented prior to the DSOW Hearing on August 12, also scheduled during the Board recess.

III. **Based on our concerns outlined above about the process to date, and its inaccurate characterization in the DSOW, CB2 urges DCP to undertake a much broader discussion of possible Actions starting early this fall, prior to finalizing any Proposed Actions to be certified for the ULURP process. These additional meetings with CB2 and other local advocacy groups should be documented as part of the public record.** If this means slowing the process down somewhat, we feel that is appropriate. A more thorough review by residents, local community organizations, city-wide advocacy groups and elected officials is critical to achieving a well-thought-out and innovative Neighborhood Plan with buy-in from the community. Many community residents rely on the Board for granular information about important local initiatives and changes, so the communication needs to be open and on-going.

Nonetheless, and despite not receiving most of the additional information and clarifications which we recently requested from DCP, CB2 offers the subsequent comments based on our long-standing concerns, our responses of record to earlier rezoning proposals and Text Amendments (including City of Yes) and on what we can surmise from the outline of Proposed Actions as well as the analyses and methodologies described in the DSOW. We hope that these comments will help to inform a more inclusive process going forward.

IV. **PROPOSED RE-ZONING TO PERMIT HIGHER DENSITY MIXED-USE DEVELOPMENT, RESULTING IN INCREASED POPULATION GROWTH –** The Proposed Zoning shown in Figure 4 of the DSOW is an intricate hodgepodge, including multiple differing "paired zones" to allow both manufacturing and residential uses, varying in some cases block by block. A full rationale for this variety of zones was not offered in the Public Visioning Sessions. But as indicated in the DSOW Introduction, the overall effect of these proposed changes would be a much higher density neighborhood within the limited

boundaries defined for study, with the anticipated construction of approximately 14,000 new dwelling units.

CB2 supports the Text Amendment on p.2 to add Mandatory Inclusionary Housing (MIH) requirements for all rezoned areas that permit residential construction. We also support the expansion of the applicability of Zoning for Transit Accessibility to the Project Area.

While fully aware of our serious national housing crisis, in particular the need for more affordable housing, and having supported substantial new development over the last 20 years, CB2 nonetheless has the following major concerns:

1. **TASK 22. ALTERNATIVES, in the DSOW requires the analysis to include a "lesser density alternative" if it "would have the potential to reduce the impact of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need." Based on Community input to date and on previous concerns expressed by CB2, as well as the environmental vulnerability of the study area, CB2 feels that the EIS should clearly include a significantly lower-density Alternative to the proposed rezoning Actions.**

   A credible CEQR analysis must include a realistic assessment of the cumulative impacts of the Proposed Actions under study. This is especially critical for this extraordinarily complex package of actions intended to enable dense, multi-use development in a 54-block district, overlaid on two decades of massive recent growth throughout the Context Area. CB2 anticipates that an honest CEQR analysis of both Proposed Action Alternatives will reveal unacceptable cumulative impacts. Failure to include a more modest mid-range development alternative misses an opportunity to conclude the CEQR phase with a viable package, identifying manageable impacts that can be mitigated to the benefit of existing residents and businesses and the newcomers that the City wants to accommodate in this neighborhood.

2. The addition of 14,000 units would be a 56% increase in new units in an area where many development sites are within the Flood Zone and projected sea level rise will affect even more sites in the near future.
3. Based on proposed MIH requirements, only about 4,000 of these would meet the City's criteria for "affordable" at a variety of income levels, and even these would not be truly affordable to many low-income residents, including senior citizens and those currently unhoused.
4. This proposed massive development contradicts the stated goals of the City of Yes for Housing Opportunity, which include spreading additional housing growth more equitably throughout the city. The concentration of new housing development permitted under the proposed Actions would increase rather than reduce this inequity.
5. More modest new residential development would also make it more likely that existing businesses within the IBZ zone could continue to function and thrive, which is a stated goal of this Neighborhood Plan.
6. CB2 also urges that DCP's study be broadened to other nearby areas within the boundaries of our Board as well as neighboring Boards. Outside of the IBZ zones

there are numerous commercial and industrial sites along existing transit corridors where previous business models have evolved and land is substantially underutilized. **We believe that sustainable growth is possible within Western Queens without overburdening Long Island City to such a severe degree.**

V. PRESERVATION AND ADAPTIVE RE-USE OF CITY-OWNED PROPERTIES FOR PUBLIC AMENITIES – CB2 opposes the proposed "PP" actions to dispose of Non-Residential City Owned Property close to or on the waterfront. Over the past 10 (?) years CB2 has repeatedly recommended that the DOE Building be preserved and adapted for much-needed community amenities, and the adjacent parking lot and DOT-owned site for public recreation space.

Given the overall scarcity of City-owned property within the CB2 district and the lack of public amenities to support a neighborhood which has experienced such rapid growth, it is unconscionable that the City would propose turning these properties over to private development.

CB2 recognizes that the DOE Building is very large, and that neither neighborhood resources nor city funds may currently be in place to renovate the entire building. But a phased renovation over time is both practical and desirable, as it would allow new public functions, even possibly one or two schools, to be programmed and completed based on evolving neighborhood needs. (The phased rehabilitation and on-going re-use of the Brooklyn Army Terminal is a good example of a large City-owned structure being redeveloped over time.) And from an environmental point of view, preserving and adapting the existing structure is far more sustainable than the demolition and new construction implied by the proposed disposition and rezoning.

VI. A RESILIENT AND BEAUTIFUL PUBLIC WATERFRONT – The redevelopment of the waterfront from Anable Basin north to Queensbridge Park represents an unparalleled opportunity for the creation of stunning public open space which would tie together the communities north and south of the Queensboro Bridge and become a city-wide destination. But given the vulnerability of the area to storm surge and sea level rise, it is essential that all available city, state, federal and private expertise on coastal flood mitigation be brought to bear on the design of this space, which is not an easy task with a single obvious solution. Our understanding of current City policy is that such development should fall under the supervision of the DEP Bureau of Coastal Resilience, but we do not see their participation mentioned in the DSOW.

Much of the success of the waterfront development south of Anable Basin has been due to the combination of continuous public pedestrian and bike ways with additional park land, particularly at Hunters Point South where the adjacent park incorporates features of natural resiliency that also accommodate public recreation. CB2 urges that the proposed Action to modify the Northern Hunters Point Waterfront Access Plan be undertaken in direct conjunction with the physical planning of and a City commitment to new public park space. Given the high volume of pedestrian and bike use further south, revisions to the WAP should include widening the standard 40-foot-wide walkway width to accommodate both anticipated bike and foot traffic and natural flood proofing. The revised WAP should also include continuation of the Blissville / LIC Greenway currently being implemented by DOT.

We also urge that DCP reach out and coordinate with other waterfront planning efforts for this same area , including the one currently being undertaken by Long Island City and Hunters Point Coalitions (LICC/HPCC) and funded by the State. It makes no sense for publicly funded and qualified expertise not to be engaged in this process!

Lastly, from both an urban design and an equity point of view, the incorporation of new public park space and a significant community amenity (i.e. a re-used DOE building) will create a more welcoming and more visually interesting public waterfront than a continuous row of new, predominantly market-rate residential towers.

VII. PROPOSED CHANGES TO THE LIC INDUSTRIAL BUSINESS ZONE (IBZ) -

As residential growth gained momentum through the 2000s and up to the present, the City took steps to preserve and nurture LIC's manufacturing and industrial activity by creating a protected Industrial Business Zone (IBZ). The OneLIC plan to upzone the IBZ aims to increase density in areas traditionally reserved for industrial purposes. While this approach might have benefits, there are significant negative impacts that will require mitigation and/or revised planning.
Increasing height and density in urban areas with the aim of reducing commercial rents is a common proposal, but it doesn't always lead to lower rents for the following reasons:

1. Demand Outstripping Supply: If the demand for commercial space is high, increasing the supply through greater density may not be sufficient to lower rents. This is particularly dependent on the time it will take to redevelop. In the interim of an unpredictable number of years landlords will maintain or increase rents.

2. Market Speculation: Developers and property owners might anticipate that the new, higher-density areas will become more desirable, leading to speculative investment. This will drive up rents rather than decrease them, as property owners seek to capitalize on perceived future value.

3. Increased Construction Costs: Higher density developments come with increased construction and infrastructure costs, such as the need for specialized foundations, elevators, and additional utilities. These costs will likely be passed on to tenants in the form of higher rents.

4. Local Market Conditions: Local economic conditions and the overall health of the commercial real estate market play a significant role in determining rents. In areas where the economy is strong and businesses are thriving, rents tend to remain high despite increased density.

5. Loss of Jobs: The increased pressure on existing businesses and obstacles to businesses hoping to start up now or in the very near future will lead to job losses and a potential decline in local manufacturing capacity. It will also become an obstacle to innovation.

6. Supply Chain Issues: Industries located in IBZs often rely on proximity to other industrial facilities for their supply chains. Disrupting these zones could create inefficiencies and increase costs for businesses that are integral to local and regional economies.

7. Disruption of Existing Micro-Economy: For many years speculation within the IBZ caused many properties to be warehoused. Eventually small businesses, makers, and creative industries were able to get a foot in the door within the IBZ. A hostel emerged as well as cafes, breweries, and artisan businesses. These small businesses have managed to grow and even hold on during the covid emergency where other businesses in high rent districts could not. The proposed upzone provides no means to preserve these businesses other than the long range theory that building more will bring rents down. These businesses will be displaced well before the theoretical benefit is reality.

8. Gentrification Effects: Increased density leads to gentrification, where the influx of higher-income businesses drives up property values and rents. This will further impact the proposed mixed use areas that border the IBZ. The new developments will attract more affluent tenants, raising rents for everyone, including existing businesses and neighboring long-standing residents.

9. Neighborhood Transformation: While aesthetically beneficial, the transformation of an area due to higher density can lead to changes in the neighborhood's character and attractiveness. As areas become more desirable, landlords will raise rents to reflect the new, upscale nature of the district.

10. Infrastructure Strain and Health Concerns: Upzoning historically leads to an intensive long term development period. The additional construction and increased population density could also exacerbate environmental degradation. There will be higher traffic volumes, higher demand on the already crowded subways, and the already over burdened sewer system. This could impact areas that were not designed to handle the increased load, affecting both industrial and surrounding residential areas. The construction period will lead to inefficiencies, disruptions. It will create air pollution and noise.

Conclusion:

The OneLIC plan offers no plan to prevent or mitigate the above issues. It offers only a theoretical opinion that rents will decrease if density increases. But this flies in the face of what we have historically witnessed in Long Island City. The residential and commercial offerings have expanded but rents continue to dramatically increase.

The EIS needs to base its conclusions on actual market data not theory. Projections need to take into account historic trends so that the presumed supply vs demand graph takes into account factors that can cause demand to continue to outpace supply. Additionally the EIS needs to compares the impact of the proposed plan with a far more moderate upzoning Alternative rather than just the No Action condition.

The EIS needs to take into account how former "with-action" assumptions have corresponded to reality. The Municipal Arts Society has an informative report on how prior assumptions for Zoning in Long Island City have led to negative unintended consequences and why CEQR needs to incorporate actual resulting data into mitigation requirements: https://www.mas.org/wp-content/uploads/2021/03/ceqr-report-2021.pdf

Finally if the OneLIC proposal is to move forward in any form it needs to take a slow and measured approach where the infrastructure improvements are completed before a new Zoning is in effect. Similarly, well before a new Zoning is in place, City agencies such as EDC need to make significant investments that target existing micro and small businesses and creative operations.

The worthy aim to provide greater affordability in the IBZ should not be at the expense of destroying businesses, jobs, and opportunities within the IBZ. Investments need to be made in what already exists and is likely threatened not in an imagined future.

VIII. **PROPOSED STREET RE-MAPPINGS AND ANTICIPATED TRANSIT IMPROVEMENTS –** New York City is in a pivotal transformation from outmoded and unsafe last-century street design into a streetscape that protects, serves, and delights all road users. The Neighborhood Plan must embrace the needs of a multimodal society by including roadways, sidewalks, and transit connections for today and the future.

Proposed street remapping and re-zoning to increase density create an opportunity and a need to redesign our streets to achieve several of the city's goals, as described in the current Streets Plan:

1. Achieve Vision Zero and end road casualties using the NYC DOT's toolbox, including: daylighting at every intersection; raised crosswalks and shorter pedestrian crossings; protected bike lanes; hardened barriers that prevent conflict between automobiles and more vulnerable road users; turn calming; and slow speed, low traffic neighborhood zones.
2. Connect people to transit. New subway stations and entrances with ADA-compliant infrastructure will allow access for all. More frequent, faster subway service will ensure that subway stops in this area, the first or last stops in Queens, aren't perpetually overcrowded. The possibility of a new subway stop nearer the waterfront should be studied. A regional passenger rail train station in the Sunnyside Yards area, as long planned, would relieve over-capacity subway trains and connect more travelers to Long Island City businesses. Bus service should be complete, efficient, and comfortable. Dedicated bus lanes on the Queensboro Bridge and in the Midtown Tunnel would create vital new connections between Long Island City and Manhattan.
3. Expand NYC Ferry ridership and increase transit access. A new ferry landing near the Queensboro Bridge will serve the densely-populated communities both north and south of the bridge, including Queensbridge, the Queens Plaza-adjacent businesses, and this newly rezoned neighborhood.
4. Complete the Queens Waterfront Greenway. City-owned property on the waterfront should be built into publicly-accessible parkland that expands and elevates the Greenway in its current form. The Vernon Blvd. section in the neighborhood plan is currently industrial, dangerous, incomplete, and unpleasant. Opening the waterfront area to green space will allow the protected bike path and pedestrian pathway to be redesigned for maximum aesthetic impact, safety, and separation from automobile traffic.
5. Cycling and micromobility use should be safe and easy. Bike lanes that are fully separated from automobile traffic and protected by hardened barriers or parked vehicles, where relevant, both protect cyclists and other micromobility users and encourages greater waves of new cyclists. Bike lanes are only successful so long as they are part of a complete network of safe and easy-to-navigate paths that allow

full access within communities and connections to other neighborhoods. The protected bike lanes in Long Island City should be completed and expanded, and the planned Blissville Greenway should be completed. The neighborhood plan must include protected bike lanes on all streets as roadway space is remixed for new uses and needs. There must also be adequate bike parking, including secure bike parking, and sufficiently available Citibike docks.

6. Every New Yorker is a pedestrian. Neighborhood sidewalks must be built wide and level, and must be made to accommodate multiple uses comfortably and with visual delight. In the most population-dense neighborhoods of the city, sidewalks have traditionally been built as wide as roadways, and frequently today, roadways have become Open Streets and plazas. The pedestrian is the most important and most vulnerable street user and a new neighborhood plan must serve and protect them. Obstacles for the pedestrian must be moved into the roadway where possible (e.g., trash cans, Citibike docks) and sidewalks should be lined with trees and benches and protected with planters. Sidewalks should bump out into crosswalks to provide shorter crossings and better visibility. Plazas and Open Streets should be planned for community use and recreation.
7. Cars and trucks are a part of the mix of street use, but their roles must be reduced in population-dense and transit-rich neighborhoods. As roadways get remixed for multiple uses, there is less space for automobile traffic, and in Long Island City, on-street parking is insufficient for heavy automobile dependency. Street space must also include loading zones and last-mile delivery, and all street parking should be metered to create more turnover for vehicles. Creating safer bike paths and more comfortable sidewalks and building better connections with more transit options will induce demand for those modes and reduce dependence on automobiles.

Many of these points were named in the Scope of Work, but often too generally. The planning outlined in the DSOW is too reliant on Level of Service (LOS) goals for automobiles and minimum-required transit service. For a safer, healthier, and more vibrant neighborhood that accommodates all, the Plan must include a vision for a new streetscape using tools the city is currently employing in its most dense neighborhoods.

IX. EVALUATION OF NEEDED INFRASTRUCTURE IMPROVEMENTS AND AMENITIES, WITH CITY COMMITMENT FOR COMPLETION PRIOR TO FURTHER DEVELOPMENT – CB2 insists that any zoning changes to allow higher densities and significant new residential and commercial development must be contingent upon firm commitments and implementation plans from the City to provide the necessary supporting infrastructure and amenities upfront. Merely stating that mitigation measures will be explored in the EIS is unacceptable.

The substantial increases in population projected under the Reasonable Worst Case Development Scenarios outlined in the Draft Scope of Work -- up to nearly 14,000 new dwelling units -- will inevitably strain existing community facilities, open spaces, transportation systems, and infrastructure capacity if not properly accounted for. We cannot allow the mistakes of the past, where neighborhoods were rezoned for growth without the schools, parks, transit improvements, sewer upgrades and other amenities in place first.

To ensure that the livability of the LIC neighborhood is maintained and enhanced, not compromised, as growth occurs, the following infrastructure investments and facilities must be fully committed to before any new development facilitated by the proposed zoning actions is permitted:

Schools & Community Facilities:
- Construct new school seats and child care/daycare center capacity to meet projected demand and maintain appropriate utilization levels, based on binding commitments from DOE/SCA
- Identify specific sites, funding sources, and timelines for new school/childcare facility construction
- Commit to providing a new hospital or medical facility to serve the growing population

Open Spaces & Parks:
- Create new public parks and open spaces beyond just waterfront access areas, including amenities like playgrounds, pools, other active recreation facilities, and plazas
- Identify specific areas for new open spaces that relate to neighborhood density and increase open space rations to meet the City's current standards.
- Secure dedicated capital funding for park expansions and upgrades to existing parks/playgrounds

Transportation Improvements:
- Implement road/intersection reconfigurations, signal timing changes, new bike lanes, sidewalk widenings, and other measures to improve traffic operations and pedestrian/cyclist safety
- Require transit facility upgrades like new subway entrances/mezzanines and bus infrastructure to increase circulation capacity
- Identify specific projects, funding, timelines, and mechanisms to ensure improvements are built

Sewer & Water Infrastructure Upgrades:
- Increase wastewater treatment capacity at Bowery Bay facility to handle projected sewage volumes
- Replace antiquated sewers and install sustainable stormwater management systems throughout the Context Area to control runoff and combined sewer overflows
- Secure capital commitments and timelines from DEP to ensure that this work occurs before new development

The City must quantify the required facilities, set clear benchmarks, and establish a phasing plan where the provision of new infrastructure and amenities is front-loaded and precedes further new development. Binding agreements and contracts locking in these commitments should be required for any private development taking advantage of the new zoning.

Simply put, we cannot accept a scenario where thousands of new residential units are built and our schools, parks, roads, and sewers remain overwhelmed. The infrastructure to support sustainable neighborhood growth must come first. Securing these investments upfront is an absolute prerequisite for CB2 to support any zoning changes proposed through the LIC Neighborhood Plan.

https://www.youtube.com/live/r5bId9HjWc0?si=RTRrjSEwWQXSwAQA&t=5358.

LIC Neighborhood Study
Comments on the Draft Scope of Work 25DCP001Q
Public Scoping Meeting held August 12, 2024
Submitted via Email to DCP 9/13/24

Comments and areas of concern from the members of the CB1Q Land Use and Zoning Committee at the 9/4/2024 meeting after a presentation of the proposed LIC Neighborhood Study and discussion of the DEIS.

1. General Comments on the Scoping Hearing

- **Scheduling:** DCP's scheduling of the LIC Neighborhood Study Draft Scope of Work public hearing and comment period during the workday at the height of the summer recess showed a disregard for the effort and time spent by local community boards learning about and evaluating the proposed changes.
- **Outreach:** Other than a presence at a Queensbridge Houses outdoor event, there was no direct outreach to the Dutch Kills Civic Association, the CB1Q board or land use committee to discuss "vision" until after the proposals were formulated.
- **Purpose of the Hearing**: A scoping hearing is supposed to elicit comments on what might be missing from the draft scope of work but should be included in the EIS for review and possible mitigation. Unfortunately, at this and most other scoping hearings, very little testimony is provided for missing elements in the proposed environmental analysis. Of the more than 60 speakers who testified on August 12th, most spoke in support or opposition to the text amendments rather than to the weakness of areas in the EIS analysis. It's time to tighten up the purpose and focus of these hearings.

2. Areas to Include in DEIS evaluation

The following topics were mentioned during the 9/4/2024 Land Use and Zoning Committee:

- **Open space:** Both CD1and CD2 have close to the lowest ratios of open space to population densities. The projected additional densities will exacerbate that deficit. Evaluation and mitigation should include not just development along the waterfront (Rainey Park), but also within the areas north and east of the study area that include IBZs and new development as a result of the Dutch Kills Special District where workers and new residents will require access to open areas.
- **Affordability:** While zoning has a small, indirect role in determining affordability, the DEIS should evaluate and project the resulting change in predominant area income and, therefore, the possible changes to area rental costs that will result from the increased densities of the projected and potential development sites. Most important, is the subsequent increase in AMI which determines eligibility for affordable units. Mitigation should include ways to address these increased costs and maximize affordability of publicly-owned land.
- **Mixed-Use Development:** Dutch Kills has always been a thriving, mixed-use residential and industrial area. The DEIS should assess and evaluate the type of industrial or commercial uses currently located in the area and those uses likely to occupy new development space in and around the study area boundaries. The effect on rental price per square foot should be included in the assessment.

Prepared by E. Erion, Co-Chair, Land Use and Zoning Committee, CB1Q

Elected Officials

Julie Won Scoping Hearing Testimony

August 12, 2024

- Registered frustration that DCP didn't move this hearing to September, noted new comment deadline
- Lack of investment over time has led to:
    - Not enough school seats in own neighborhood (3K to middle school seats)
    - Overburdened sewer systems
    - Not enough open space
    - Need more housing, especially inclusionary housing
    - Resiliency planning
- Too many shelters in district – must address needs of asylum seekers while balancing needs of current residences (Queensbridge Houses)
- Fought hard for past commitments – LIC Ramps, Court Square Library, parcel c elementary school
    - Still want Vernon blvd middle school
- Zoning framework is a start but falls short
    - Want more investments up front
    - Only 4k affordable housing units of 16K – this is not enough
    - Leverage public sites for affordable housing
    - Explore all affordable housing models (like land trusts but doesn't say explicitly)
    - DOT parcels under bridge to be used for public open spaces
    - Understand there have been concerns about IBZ – requests changes to boundaries of 'donut' – **no mention of residential**
        - Need additional lighting, sewer infrastructure, electricity hook up
    - Queensbridge Houses needs investments
        - Capital investments at NYCHA daycare
        - Rebuild swimming pool and dog park at Queensbridge
        - NYCHA repairs – elevators, intercoms – on schedule at Queensbridge
        - NYCHA expansion of parking lot
    - Resilient continuous public accessible waterfront

CHAIR:
INTERNET AND TECHNOLOGY

COMMITTEES:
CONSUMER PROTECTION
DISABILITIES
ENERGY AND TELECOMMUNICATIONS
ETHICS AND INTERNAL GOVERNANCE
PROCUREMENT AND CONTRACTS
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SENATOR KRISTEN GONZALEZ
59TH SENATORIAL DISTRICT
STATE OF NEW YORK

Hon. Daniel Garodnick, Chair and Director
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

Dear Chair Garodnick,

I am writing to you as a representative of the Long Island City community to advocate for robust community input and emphasize the critical need for comprehensive community planning as we consider the Department of City Planning's Long Island City Neighborhood Plan. Long Island City has been one of the fastest-growing neighborhoods in New York City over the last decade. The residents supporting this dynamic community deserve to meaningfully participate in decisions that will deeply impact the future of Long Island City for decades to come.

The Long Island City Neighborhood Plan must be scrutinized for its profound implications on our community. Long Island City is already grappling with serious deficits in open space and resiliency; these problems will only worsen with additional development unless addressed comprehensively.

Once the scoping process begins, making substantive changes becomes increasingly difficult. Therefore, it is imperative to address these concerns now. The Environmental Assessment and Review Division's Positive Declaration found that these proposed actions have potential adverse impacts on open space, water and sewer infrastructure, traffic and public transportation, natural resources, air quality and more.

This area is already suffering serious consequences from overdevelopment, and it is essential to ensure that any development in this area benefits the community and addresses existing deficits. That's why I am calling for the inclusion of the maximum amount of deeply affordable housing, essential infrastructure upgrades, and a fully connected, accessible waterfront that includes plentiful green space and climate-resilient shoreline infrastructure.

CHAIR:
INTERNET AND TECHNOLOGY

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SENATOR KRISTEN GONZALEZ
59TH SENATORIAL DISTRICT
STATE OF NEW YORK

Deeply affordable housing doesn't have to come at the expense of providing the highest quality of life for residents: that includes live/workspaces for artists, street safety redesigns, MTA upgrades, new schools and community services. A truly comprehensive development plan for Long Island City must balance the neighborhood's needs for open space, climate resilient infrastructure, and should focus on creating a continuous waterfront park space from Queensbridge to Hunter's Point.

Furthermore, we urge you to reconsider the timing of the scoping meeting. Holding such an important meeting in the middle of summer, when many community members are unavailable, undermines the transparency of this process. We request that the comment period be extended past September 13th 2024 to allow broader participation and more meaningful community input.

Thank you for your attention to these critical issues.

Sincerely,



Senator Kristen Gonzalez

DONOVAN RICHARDS
President

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PRESIDENT OF THE BOROUGH OF QUEENS
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August 23, 2024

New York City Department of City Planning
Environmental Assessment and Review Division
Attn: Stephanie Shellooe, AICP, Director
120 Broadway, 31st Floor, New York, NY 10271

Re: Long Island City Neighborhood Plan Draft Scope of Work for an Environmental Impact Statement- 5-20 46th Avenue

Dear Ms. Shellooe:

I write to express my support for the zoning solution being proposed by the Vorea Group and the Domain Companies, in partnership with the CUNY Graduate Center for 5-20 46th Road (Block 28, Lot 121, 18, 17, 15, 12) and 5-01 47th Avenue (Block 28, Lot 2) as part of the Long Island City (LIC) Neighborhood Plan.

The proposal put forth by Vorea and Domain would facilitate much needed student and faculty housing for the CUNY Graduate Center, residential housing — including permanently affordable housing, publicly accessible open space and neighborhood retail.

These improvements to the site advance my priorities as Borough President and align with the LIC Neighborhood Plan.

I am pleased to support this proposal.

Sincerely,

Donovan Richards Jr.
Queens Borough President

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THE COUNCIL OF
THE CITY OF NEW YORK
JULIE WON
COUNCIL MEMBER, 26TH DISTRICT, QUEENS

CHAIR
CONTRACTS

COMMITTEES
FINANCE
OVERSIGHT & INVESTIGATION
PUBLIC HOUSING
TECHNOLOGY
TRANSPORTATION & INFRASTRUCTURE

CAUCUSES
BLACK, LATINO & ASIAN
PROGRESSIVE
WOMEN'S

September 13, 2024

Chair Dan Garodnick
Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Dear Chair Garodnick,

The Long Island City waterfront, especially around Anable Basin, has been the site of multiple development proposals over the last decade that have not come to fruition. Previously completed development of the LIC Core, Court Square, Queens West, and Hunters Point South areas have transformed the neighborhood, bringing 23,000 new housing units, but very little of it has been truly affordable to working class New Yorkers.

Inadequate investment in Long Island City has left old and new residents with a lack of services and amenities, inadequate open space, insufficient school seats, and overburdened sewers. Housing costs are soaring, forcing many residents – especially families with young children who also face exorbitant childcare costs – to leave. Many of those who remain are rent-burdened and struggle to pay for basic expenses. New York City – especially its waterfront areas – is under threat from climate change and in dire need of deep investments and planning for future resiliency.

The One LIC Neighborhood Plan is a generational opportunity to address these issues facing our neighborhood in a comprehensive and holistic manner. Since the plan was launched in October 2023, the Department of City Planning (DCP) and WXY have held 11 large public meetings with 1,400 attendees and received 4,200 comments with more public engagement to come over the next year.

In June, DCP released its draft zoning framework. This is a start, but zoning alone falls short of addressing my community's needs. The Environmental Impact Statement must reflect the full scope of the community's vision.

The proposed zoning could result in up to 16,000 new housing units. However, the scenarios in the draft scope project a mix of market-rate units with mandatory inclusionary housing on the public waterfront sites, resulting in just 4,000 affordable housing units. This will compound the existing pattern of unaffordable development in our neighborhood.

We must ensure that affordable housing development is maximized on public land. As public engagement continues, I ask that the City pursue a development scenario that will give my district the largest number of affordable housing units possible, at the deepest levels of affordability possible. All potentially feasible

development scenarios and funding sources must be considered in earnest. The City must also ensure public parcels, such as those under the Queensboro Bridge and its ramps, can contribute to new public open space and additional housing.

For One LIC to advance, the City must commit to deep investments in our neighborhood. This means investments in Queensbridge residents, increasing capacity at the daycare center, rebuilding a larger version of the swimming pool that used to be in Queensbridge Park, a dog park at Baby Queensbridge Park, upgraded security systems, and an expansion of the NYCHA parking lot near Baby Queensbridge Park. Work with private and public landowners including Con Edison, Silvercup, New York Power Authority, and the Department of Transportation to implement a resilient Waterfront Access Plan to ensure continuous public access from Gantry Park to Queensbridge Park.

This plan must do better to address the needs of thousands shelter residents including asylum seekers housed within over 35 shelters in my district. The City must also honor the "Fair Share" framework for siting shelters across the City and ensure that LIC receives the necessary investments in social services and amenities to accept new residents.

The City must complete the long-promised Vernon Middle School and site at minimum three new K-8 schools to accommodate growth. We must support existing and new 3K and Pre-K locations so that our children have the opportunity to attend school in their own neighborhood and parents are not forced to commute to other neighborhoods or boroughs to drop off and pick up their preschoolers every day. We need new street designs and corridors that protect people walking, biking, and taking the bus. The City should work with LaGuardia Community College, nonprofit organizations, houses of worship, and labor unions for job training and workforce development. And we need investments in infrastructure to handle frequent flooding and sewage problems during heavy rainfalls, and mitigate the impacts of climate change, especially along our waterfront.

We have a tremendous opportunity to meet our neighborhood's most pressing needs through this comprehensive planning process. However, the City has a long way to go to address the community's needs and priorities. I will continue to fight to make sure that this plan not only creates new affordable housing, but also invests in our longtime and new neighbors alike.

Sincerely,



Council Member Julie Won
26th District
New York City Council

Areas of Strength in the Current Proposal and EIS Scope-of-Work:

We are encouraged by the following elements in the Long Island City Neighborhood Plan Proposal:

- **New housing, including affordable housing with MIH.** Long Island City has added thousands of units of housing over the last decade, at times even becoming the fastest growing neighborhood in the United States. However, only a few projects have included income-restricted affordable housing at prices my constituents can actually afford. Mapping MIH will ensure that the next decades of growth will include affordability in every new development.
- **Access to the waterfront and new open space.** The proposed zoning changes and updates to the Waterfront Access Plan (WAP) will allow access to areas of the waterfront, most notably around Anable Basin, that are currently inaccessible to the public. The plan should ultimately find a way to connect the entire waterfront from Queensbridge Park to Gantry State Park.
- **Improved connections between Court Square/Queensboro Plaza and the waterfront.** Despite a central location in NYC and good access to public transit, getting around Long Island City as a pedestrian can feel disconnected, unintuitive, and dangerous. The proposed plan should improve the experience of LIC's streetscape for all road users, encourage walkability, and improve general circulation through investments, map changes, new design guidelines, and zoning improvements to activate ground floors.
- **A more climate-resilient and sustainable neighborhood.** As a community bordered on two sides by waterfronts (the East River and Newtown Creek), concerns about coastal and stormwater flood risk and water quality are of paramount concern. Improvements to the Waterfront Access Plan (WAP), as well as recently updated citywide land use policies and strategic infrastructure investments by the city, will help to ensure a protected shoreline and a less flood prone upland.
- **School and library floor area Exemption from ZFA calculations.** The rapid transformation of Long Island City from predominantly industrial uses into a live/work neighborhood with thousands of residents has outpaced the growth of public services. The school floor area exemption will be a valuable tool to help ensure that new growth brings with it new school seats to serve both current and new residents. However, this exemption should be extended to libraries, as additional library services will be needed to support both the projected growth in students and the overall increased number of residents.
- **Diverse economic development (including light industrial and arts).** To ensure that the future of Long Island City is truly to be a live/work community, we must plan not only for new residents, but also new business and new cultural life. Mapping new M-zones in the Long Island City Industrial Business Zone (IBZ) will create new opportunities for economic and cultural activities while preserving the existing industrial ecosystem in this important part of the neighborhood.
- **Make all two and three bedrooms exempt from ZFA calculations**. To ensure larger unit sizes and promote occupancy from families and long-term residents.

At the same time, we recognize that there are many important issues that must be more comprehensively addressed by infrastructure and planning investments and further refinement of the zoning proposal.

Areas Where More Rigorous Study, Analysis, and/or Action are Needed:

- **Modifications to adjust height and density must be in scope.** DCP has promised community stakeholders that this plan represents a "starting point" that can be adjusted as we move forward. We must ensure that it is in scope for the proposed densities and heights can be adjusted in response to community feedback during public review. We must ensure that there are no technical or legal issues that would prevent these adjustments from being considered as modifications during public review.
- **Housing development should produce the highest number of affordable units possible, with deep affordability.** While the reasonable worst case development scenarios (RWCDS) project a mix of market-rate and mandatory inclusionary housing on the waterfront public sites (Projected sites 67 and 68), the plan should commit to maximizing affordable housing development on public sites with the deepest levels of affordability possible.
- **Prioritizing truly affordable housing.** As part of this plan we need to ensure that deeply affordable housing can be achieved including using the deep affordability option of MIH which should be available as one of the mandatory MIH options for this rezoning. The City should also explore requirements for more affordable floor area and deeper affordability levels within the MIH program.
- **Public realm improvements.** A firm commitment by the City to improving pedestrian and bicyclist safety, adding new street trees, lighting, furniture and wayfinding will be important for the plan to succeed. In addition, advancing projects the City has previously committed to on a faster timeline will help to build public trust and support.
- **Identifying underutilized city-owned sites under bridges and ramps for potential public open space.** The Queensboro Bridge and its various on and off-ramps create a number of publicly-owned sites that cannot be developed and are in some cases underutilized by the city agencies that control them. The Queens side of the bridge should have an equivalent amount of public space and commercial space underneath the bridge as the Manhattan side. The City must develop a plan to consolidate agency uses to free up spaces that can be activated as publicly accessible open spaces, such as dog runs, skate parks, and programmable gathering space for outdoor events. These spaces also tend to have unusable development rights that could be sold to fund capital improvements which, thoughtfully done, could allow more consolidation of agency utilization of these areas.
- **Connection from Gantry to Queensbridge along the waterfront.** A central goal of the updated WAP should be to provide continuous waterfront access between Queensbridge Park and Anable Basin. Engaging ConEd and the New York Power Authority (NYPA) to design an accessible waterfront that continues to support these critical infrastructure assets must be substantive and ongoing throughout the plan.
- **Inclusion of NYCHA residents.** It is crucial that the plan be inclusive and have meaningful benefits for Queensbridge Houses residents in the above goals and programs, including new jobs and public amenities, including a reconstruction of a pool at Queensbridge Park, dog park, parking lot expansion, repairs and expansion of the PAL Early Childhood Center, repairs for the Riis Community Center, and a new affordable grocery store.
- **Make the Study Area a FRESH Zone**. To remedy "food desert" especially by Queensbridge Houses, there must be fresh, affordable grocery options and sufficiently sized. The FRESH program is an ideal method of encouraging this, and must be brought to the Study Area before it is built out. By incorporating available FAR bonuses with the above-reference R11 and R12

districts, developers and property owners will be appropriately incentivized to provide this community need.

- **Workforce/job training and local hiring and sourcing.** Long Island City has historically been and remains a vibrant industrial ecosystem, and the surrounding Borough of Queens has long been a magnet for immigrants from all over the globe. The Plan provides an opportunity to celebrate and nurture this history and diversity by prioritizing local businesses, including M/WBEs, and hiring and training local workers. The City should work with local stakeholders, like LaGuardia Community College and our labor unions to meet its workforce and economic development goals.
- **The future of the Long Island City IBZ.** The portion of the Long Island City IBZ within the study area is populated with active industrial businesses and is a real industrial employment hub in close proximity to midtown Manhattan. However, that proximity, combined with the excellent transit access and the rapid shift of the surrounding neighborhood to a mixed-use residential neighborhood, had led some stakeholders in the IBZ to advocate for allowing residential uses in this area, contrary to citywide IBZ policy. The current proposal should affirm the importance of maintaining the citywide IBZ policy, but should make clear that doing so will not preclude allowing residential uses in this area in the future, as the city is currently working on a citywide industrial plan which could lead to recommendations for modifications to IBZ boundaries or allow residential uses in certain neighborhoods under specific conditions.
- **Sufficient school seats for existing needs and projected growth.** Community members have continually voiced concerns over the need for more school seats within the Long Island City neighborhood. To better understand the full scope of the neighborhood's need for additional school seats and the distribution across school types, the EIS should include an analysis of the number of new school seats that will be needed across school levels (elementary, middle and high schools) and the timeline for distributing those seats, giving priority to the sections of the community where schools are already overcrowded. The City must make commitments to investment in siting at least four more public schools, including the promised Vernon Blvd Middle School and three new K-8 schools.
- **Community facilities.** As currently required by the CEQR Technical Manual, the EIS will only analyze schools, child care facilities and early childhood programs, and libraries as part of the Task 4 analysis. However, many more types of community facilities and programming are necessary for a healthy, balanced community and the City has already not kept up with our existing residential growth. The City must make substantial commitments to investmenting in a broad range of community facilities within the Study Area and broader LIC neighborhood. These investments are crucial not just to accommodate future population growth as a result of the Proposed Actions, but to meet the already existing needs of the community's current residents. The City should make commitments to investmenting in the creation of new facilities and services and providing upgrades existing facilities and services, including:
    - Creation of a new YMCA recreation center with an indoor pool
    - Creation of a mental health service center
    - Creation of a new grocery store
    - Renew Queens Non profit low-cost/free space for shared after school and weekend programs for children and toddlers
- **Conversion of shelter hotels to permanent housing.** We hope that the plan provides an opportunity to convert hotel shelters into permanent supportive housing; while we are committed

to doing our part to address the housing crisis, the City must honor the “Fair Share” framework for siting social service facilities and ensure that Long Island City is not unfairly overburdened with shelters.

- **Support for the arts and light industrial space.** The plan should consider financial incentives to support industrial and arts space in the IBZ, similar to the model of FRESH for supermarkets -- a financial incentive to pair with the zoning incentive included in the proposed M2A districts.
- **DOE Vernon building.** The EIS provides an opportunity to evaluate the potential for redevelopment of the DOE Building on Vernon Boulevard at 44th Drive. Any opportunity to improve the site conditions for the development of affordable housing must be considered. The plan should also consider an adaptive reuse of part or all of the existing building as a multi-purpose community asset.

The following are our detailed comments on the DSOW by section:

Proposed Zoning Map, Text Amendments, Other Actions

- **Areas that should be added to the proposed zoning framework**
    - The proposed M1-5A district should be expanded south to align with 43rd Avenue, encompassing all of Queens Blocks 459, 460, and 461, as well as an extension of the proposed M1-6A to its west to encompass 13th Street to include all of Block 442.
    - The scope should include an extension of the southern boundary line from 46th Avenue to further south to 46th Road as an M1-2A/R7A.
    - The rezoning area should be expanded to include the portions of Queens blocks 27 and 48 fronting Vernon Boulevard between 46th Road and 46th Avenue, currently within an existing R6A/C1-5 district. This would facilitate commercial revitalization and additional housing development in the northernmost portion of the Vernon Boulevard commercial corridor of Hunters Point.

- **Areas that should be considered for higher density**

- **General Concern about Environmental Review Scope in relation to the Uniform Land Use Review Process (ULURP).** DCP has promised community stakeholders that this plan represents a "starting point" that can be adjusted as we move forward. We must ensure that it is in scope for the proposed densities and heights to be adjusted down in response to community feedback during public review. Any potential technical or legal issues that would prevent these adjustments from being considered as modifications during public review must be addressed before certification. The EIS must include an analysis of lower density alternatives for waterfront sites within its scope to ensure that density options are explored for the Study Area that are contextual with other waterfront development across Brooklyn and Queens and are in alignment with community priorities for building height and density along the LIC waterfront.

- **Urban Design of the LIC waterfront.** There are generally four metrics to assess the design of development on waterfront sites: density, distance from the shoreline, height, and access. Standard principles of urban design suggest that the larger and taller the building, the more it is set back from the shoreline. This ensures that there is sufficient open space for the community to enjoy the waterfront and that sufficient sightlines are provided to facilitate access. The City's prominent waterfront developments along the Greenpoint-Williamsburg shoreline, Gowanus Canal, and Hunter's Point South follow this design principle. In contrast, the current plan proposes to cluster unprecedented height and density along the northern side of Anable Basin, with minimal distance between the proposed buildings and the waterfront.
    - *Density:*
        - For example, south of the Basin along Gantry State Park (Queens West) and Hunter's Point South, the average density is 11 FAR, and the maximum FAR is 12.5 for certain buildings.
        - For the sites North of Anable Basin, the proposed zoning generates an "effective" density of 13.6 FAR; this number reflects the fact that these lots include underwater areas of the basin itself that generate floor area.

        - The proposed "effective" 13.6 FAR does not include potential additional density bonus mechanisms for creating extra open space or providing community facilities. So, the actual density for the sites North of Anable Basin could be as high as 15.0 FAR, well above densities along other parts of the Brooklyn or Queens waterfront.
    - *Distance from Shoreline:*
        - For example, south of the Basin along Gantry State Park (Queens West) and Hunter's Point South, the distance between the water and the buildings is a minimum of 80 feet and in most locations exceeds 100 feet Because of Gantry State Park.
        - For the sites north of Anable Basin, only 40-50 feet of distance is proposed between the shoreline and new buildings
        - Along the Greenpoint-Williamsburg Waterfront, where a distance from shoreline of 40-60 feet is more common, most buildings are between 4.5 and 6.5 FAR in density, far lower than proposed near Anable Basin.
    - *Height:*
        - For example, south of the Basin along Gantry State Park (Queens West) and Hunter's Point South, the tallest building currently is 587 feet.
        - The proposed zoning of sites north of Anable Basin may allow buildings as tall as 740 feet.
    - *Access:*
        - At least one upland connection to each side of the basin is provided for in the proposed Waterfront Access Plan; the final proposal must ensure that these are placed to maximize sightlines to the water from the surrounding streets.
    - The proposal should provide sufficient justification for such a deviation from waterfront development precedents in NYC, and discuss how any adverse impacts to urban design and public enjoyment of the waterfront can be mitigated.

- **WAP Modifications**
    - As part of the process of developing an updated Waterfront Access Plan (WAP) for the waterfront sites in the Study Area, the City should study the feasibility and impacts of requiring that all or some of the project's waterfront sites are developed to the highest standard for waterfront resiliency and public access in accordance with certification under the Waterfront Edge Design Guidelines (WEDG) rating system for waterfront development.
        - Developed by the Waterfront Alliance, WEDG is a national rating system and set of guidelines to create resilient, ecological, and accessible waterfronts. Projects that achieve WEDG Verification are the gold standard for waterfront design.
        - WEDG outlines design principles, climate adaptation strategies, and community engagement and programming efforts that can be leveraged to ensure that waterfront sites are resilient, accessible, and designed with community input and participation at the forefront.
        - By exploring the possibility of pursuing WEDG certification for all or some of the waterfront sites within the study area, the City can assess the feasibility and the associated positive impacts of pursuing the highest possible standards for

resilience and accessible design along its waterfronts and preparing for future climate change considerations through urban design strategies. Moreover, including within the project scope the possibility of developing waterfront sites in alignment with WEDG principles will ensure that all avenues for developing waterfront sites within the Project Area to best prepare for flooding, erosion, and other threats from climate change while providing public access to the waterfront are considered.

    - Additionally, the City should explore a floor area bonus and/or other incentives to a development on a waterfront zoning lot that performs or funds bulkhead improvements along the waterfront, within the rezoning area.
- *Special District*
    - Modifications to the text of the Special Long Island City Mixed-Use District to add specific bulk controls may present a way to address design concerns on large height factor sites, in particular along the Anable Basin Waterfront and the proposed M1-6A/R10 zoning district on Blocks 411 and 412 north of Queens Plaza North and east of 21st street.
- *Dispositions*
    - All properties under the Queensboro Bridge and its access ramps controlled by DOT and the Parks Department should be considered potential opportunities for disposition of development rights, as a possible source of funding for capital needs derived from the plan. Opportunities to provide publicly accessible amenities in these spaces are a high priority for the community and the Council and should be thoroughly and creatively explored.
- *City Map Changes*
    - The demapping of the 43rd Avenue Street End between Vernon Boulevard and the waterfront should be included in the project scope. It is a priority for the community that the DOT salt facility eventually be relocated to an appropriate and environmentally sensitive location in the district, and authorization for demapping would provide the city with added flexibility for determining the future use of the site.

Analysis Framework / Reasonable Worst-Case Development Scenario

- Using a 15-year analysis period (2040) instead of a typical 10-year analysis period is a strong choice that should provide a more comprehensive picture of the long-term impacts of the plan.
- Public land is one area where the City can assert more control over development outcomes. The two public sites on the Anable Basin present a crucial opportunity to build a much larger number of affordable units than MIH would produce. The rezoning plan needs to commit to maximizing affordable housing development on public land.
    - When comparing the financial feasibility of potential housing development scenarios, all potential funding sources must be considered in earnest. This includes not only City resources but also Federal, and State, and private sources (e.g., CDFIs). For potential scenarios in which LIHTC is applicable, this project should receive priority in the City's LIHTC pipeline.
    - The City should consider including an affordable homeownership option for one of the smaller buildings on the public sites. For reference, the Gowanus Green projects includes

a homeownership project for households at 80-130% of AMI (HPD's Open Door program); the City should consider incorporating the same option for the public sites in the LIC Study Area.

- Projected/Potential sites
    - Projected/Potential sites - the RWCDS' distinction between 50 projected and 15 potential development sites is not clear; certain sites are deemed "potential" despite being similar to nearby "projected" sites. A detailed explanation of the criteria for differentiating between projected and potential sites should be included in the Final EIS.
    - For example, it is not immediately clear why site 62 is a projected development site while site 37 is only a potential site.
    - The disparity between projected and potential sites is large, and some explanation would be valuable.
    - In this particular analysis, since only 15 sites are in the potential category, a brief explanation for why could be provided for each in an appendix or footnote
- RWCDS - With-Action Condition
    - The development scenario parameters for non-residential uses are not explicitly defined in the draft scope of work. A methodology should be provided in the final EIS.
        - "Community Center" floor area should be defined in the scope of work; currently it is unclear what uses this category includes.
    - The RWCDS projects 2.4 million gross square feet of office space development; is office development on this scale likely considering current office market trends?

Task 1. Project Description

- The EIS Project Description should provide a detailed and in-depth discussion of the purpose, need, benefits, and negative impacts of the project.
- The EIS should include a detailed description of the community engagement process that has been conducted by the City for the project to date and all City-led future engagement efforts that will take place through the remainder of the comprehensive planning process.
    - This should include overall engagement efforts as well as engagement efforts for targeted populations such as:
        - Residents of the Queensbridge Houses, residents living within the Study Area and broader Context Area, business and property owners within the study area, and Limited English Proficiency community members.
- The EIS should include a clearer visual description of where the Special Long Island City Mixed Use District's boundaries will be expanded and clarification on where its modifications will apply and how they will interact with City of Yes modifications.

Task 2. Land Use, Zoning, and Public Policy

- The EIS should include a list of future development projects in the study areas that are expected to be completed during a 2040 analysis year (extending the analysis period to a 15-year period as previously suggested) and may influence future land use trends.

- The City should analyze a set of Alternatives in which a range of lower densities are mapped for the sites within the Study Area along Anable Basin and the waterfront. The City must include within the EIS scope the possibility of mapping lower densities within the Study Area.
- Currently, there are a small number of sites with residential uses within the IBZ despite the zone's designation for industrial/commercial-only uses. The EIS should include within its land use analysis of the Project Area an assessment of these residential uses in order to understand the type and number of residential uses that exist under the current zoning designations for the IBZ.

Task 3. Socioeconomic Conditions

Direct Residential Displacement

- The EIS should study the direct displacement of residents as a result of the Proposed Actions despite the fact that the project is not expected to exceed the analysis threshold of 500 displaced residents which requires a detailed analysis of residential displacement as outlined in the CEQR Technical Manual.
    - LIC residents have indicated that it is critical to them that residential displacement is studied in relation to the Proposed Actions. The City should be responsive to these requests and conduct a detailed analysis of direct residential displacement in the EIS, regardless of the projected level of displacement in order for residents to fully understand the impact of the project on their communities.
    - A detailed analysis of residential displacement would require the City to examine a variety of factors related to residential displacement, including trends in vacancies and rental and sale prices in the area. This analysis would allow the City to identify the extent to which displaced residents may be able to relocate within the study area and help determine whether the project will result in a significant change to the socioeconomic character of the neighborhood.
    - The EIS should include an analysis of the income levels of the households that stand to be displaced within and adjacent to both the study area and broader context area. Results of this analysis should be compared to the amount of affordable housing expected to be made available for households with income levels comparable to those that stand to be displaced through the rezoning. This analysis will allow the City to determine the net loss or gain of affordable housing for current residents.
- The potential mitigating effect of multiple alternative options of Mandatory Inclusionary Housing (MIH) should be considered. In particular, mapping the Deep Affordability Option (“Option 3”) should be analyzed by the EIS so that this will be in-scope, should it become possible through adoption of the City of Yes Zoning for Housing Opportunity Text Amendment. The city should also explore modified MIH options that would require up to 40% of the floor area to be income restricted at 60% AMI or 30% of the floor area at an average of 40% AMI.

Direct Business Displacement

- The analysis of direct business and institutional displacement is essential beyond the narrow CEQR determination on a significant adverse impact, particularly in manufacturing districts in close proximity to the Manhattan Central Business District, such as the LIC IBZ. This assessment must be comprehensive and up-to-date and will help inform potential public policy regarding relocation assistance programs.

Task 4. Community Facilities and Services

- Schools:
    - Community members have continually voiced concerns over the need for more school seats within the Long Island City neighborhood. To better understand the full scope of the neighborhood's need for additional school seats and the distribution across school types, the EIS should include an analysis of the number of new school seats that will be needed across school levels (elementary, middle and high schools) and the timeline for distributing those seats, giving priority to the sections of the community where schools are already overcrowded.
    - The City must make the commitments to site however many new schools within the Study Area and broader LIC neighborhood are necessary to accommodate the projected growth and address already overcrowded conditions.
- Child Care and Early Education Centers:
    - The City should include in the EIS a study of the unmet needs for child care and early education facilities and services in the LIC neighborhood, especially for low-income families within the neighborhood. The analysis should include the number of new Universal Pre-K (UPK) and 3-K school seats that will be needed and the timeline for distributing those seats, giving priority to the sections of the community where child care and early education centers are already overcrowded.
    - The City must make commitments to investment in providing additional public 3K and UPK seats through expansion of existing child care and early education centers and/or the creation of new facilities within the Study Area
- The DSOW makes reference to a zoning tool to help site new schools within private developments: "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" (3). However, it does not provide any specificity on the parameters of this tool. DCP should provide transparency about this tool and identify private development sites that are most appropriate (re: size, shape of lot, proposed density) for school sitings and the zoning incentive should be clearly proposed and adjusted to fit these sites.

Task 5. Open Space

- We agree that creating open space subareas might allow a better analysis of open space impacts; similarly, analyzing open space users as either residential or worker populations is important to understanding impacts in LIC.
- The EIS should include in its study of existing open space within the half-mile open space study area an analysis of existing open spaces in relation to waterfront access and connections.
- If possible, understanding the current utilization of open spaces in LIC– for example, collecting data on visitors to existing open spaces on a sample of weekday/weekend and winter/summer days– may provide clearer understanding of the existing usage of active and passive open spaces
- The proposed amount of new density has the potential to adversely impact open space ratios; the plan should include well-considered mitigation options to address any adverse impacts, including acquiring new parkland, requiring new open space as part of new development, new Open Streets

and plazas, and utilizing the City owned parcels under the Queensboro Bridge and associated overpasses.

- The EIS should take into account the existing conditions and maintenance needs of parks in the neighborhood to assess if they are in need of improvements. If the EIS determines that existing parks and open spaces within the neighborhood are in need of maintenance or facility updates, the City should commit to making investments into the existing park infrastructure in the area to ensure that parks in the neighborhood are in good condition to support recreational activities for existing residents and new residents that will be brought into the neighborhood as a result of the Proposed Actions.
- School playgrounds are an important resource for open space and recreation in neighborhoods like LIC. The condition of existing school playgrounds in the neighborhood (in both the ¼ mile and ½ mile open space study areas) and the community's access to them should be included in the analysis of open space in the EIS.
- The City should explore incentives throughout the study area that create ground floor retail, community space, and public open space designed to create eyes on the street and enhance street level public safety and community.

Task 6. Shadows

- No comment

Task 7. Historic and Cultural Resources

- The City should perform a survey of historic and culturally valuable sites within the study area and recommend landmarking actions as needed.

Task 8. Urban Design and Visual Resources

- While not the narrow focus of the CEQR analysis, it is essential to develop a coordinated package of inter-agency investments in urban design and environment of the Long Island City Waterfront and IBZ, including public safety, places for legal street vending and urban design, including setbacks, widened sidewalks, and publicly accessible plazas.
- Any existing streetscape needs, such as damaged pavements, poorly maintained street furniture, etc., should be described in existing conditions. The Long Island City Partnership may be able to provide insight on existing issues.
- Improved street lighting throughout the study area and particularly in the IBZ and roadway underpasses should be a major goal of overall public realm improvements

Task 9. Hazardous Materials

- The EIS should study and analyze the toxic plume in the IBZ

Task 10. Water and Sewer Infrastructure

- The EIS should consider existing deficiencies in local sewer infrastructure which would be exacerbated by new development. The EIS should acknowledge that even under a "no action"

condition the area is vulnerable to flooding during storms and will become increasingly more vulnerable as flooding grows more common and severe in the near and long-term future due to rising seas levels and severe weather events caused by climate change.

- The EIS should assess intersections and other locations at high risk for localized flooding and propose drainage mitigations including green infrastructure.
- We note that the scope does not include any analysis of groundwater conditions such as a high water table which is an often-raised community concern. This may reflect a shortcoming of the CEQR technical manual.
- The City must firmly commit to funding the necessary mitigation and upgrades to sewer infrastructure needed to support additional allowable densities and uses to ensure the Plan's success in encouraging development. The Plan will otherwise fall short in achieving its goals of spurring new development with affordable housing while also improving the infrastructure and environment for the surrounding community.

Task 11. Solid waste and sanitation

- The EIS should anticipate a move toward containerization during the 15-year analysis period.

Task 12. Energy

- The EIS should provide comprehensive analysis of energy infrastructure upgrades for the IBZ in partnership with Con-Ed.
- The EIS should analyze the existence of carbon neutral, zero emission, renewable energy building and ways to ensure connectivity for future buildings to be green.

Task 13. Transportation

- As outlined in the Draft Scope of Work, the EIS will include a transportation assessment that examines transit, subway, bus, pedestrian, an vehicle trips and volumes in both No-action and With-action scenarios; however, the EIS is not currently scoped to include a detailed analysis of bike trips and networks within the neighborhood. Bike transit is a critical component of transportation for many LIC residents and presents a climate-friendly alternative to transportation modes that are powered by fossil fuels (such as traditional non-electric vehicles).
    - The EIS should include a detailed bike analysis that documents bike transit volumes, bike lanes, and bike lane conditions within the study area and estimates potential increased demand on bike lanes and infrastructure associated with the With-Action scenario.
- The analysis should consider DOT's bridge and roadway maintenance needs and current DOT operations facilities in the study area, to better understand how these operations might be impacted by increased traffic and how they might be optimized to use scarce public land more efficiently.

Task 14. Air Quality

- No comment

Task 15. Greenhouse Gas Emissions and Climate Change

- The EIS should include a detailed discussion of potential impacts of climate change on the study area as well as opportunities to reduce emissions, promote renewable energy, and reduce urban heat island effect through design, technology, and other investments such as street tree planting.
- The potential for increased rainfall, "cloudburst" events and localized nuisance flooding in the future due to climate change should be discussed.
- Community members have repeatedly raised concerns about the relevancy of storm surge and rainfall data, some of which may be out of date. The EIS must use the most recent available data, even if it is not required by the CEQR process.
- The City should explore the potential of a geothermal or water source heat pump network within the context area including sites on Anable Basin and the Queensbridge Houses.
- In the qualitative discussion included in the EIS focused on early integration of climate change considerations into the Proposed Actions, the City should study the feasibility of requiring that all or some of the project's waterfront sites are developed to the highest standard for waterfront resiliency and public access in accordance with certification under the Waterfront Edge Design Guidelines (WEDG).

Task 16. Noise

- No comment

Task 17. Public Health

- No comment, see Task 4 comments

Task 18. Neighborhood Character

- No Comment

Task 19. Construction

- The Long Island City Neighborhood Plan will generate significant construction over the next 10-15 years. Given the scale of construction, it is absolutely necessary that a detailed construction impact analysis be conducted as part of the EIS.
- The EIS should include an evaluation of mitigation measures to be implemented in response to a range of negative impacts on the community associated with the construction of the Proposed Actions, including air pollution, dust, dirt, noise, and congestion.
- The EIS should assess potential transportation impacts during construction, considering impacts both to transportation networks that connect users to destinations outside of the Study Area and local networks that move people within the neighborhood.
    - The assessment should also include an analysis of potential impacts on the accessibility of transportation services and facilities, particularly impacts to Americans with Disabilities Act (ADA) compliant components of transportation networks and facilities (i.e. ramps, elevators) during construction.

- The EIS should include an assessment of how construction may impact the current access to and vitality of existing businesses within the Project Area. If the assessment concludes that existing businesses will face negative impacts that will hinder their ability to be commercially viable and/or remain open during and after construction, the City should propose a series of mitigation measures to offset negative financial and other impacts faced by business within the Project Area due to construction associated with the Proposed Action.

Task 20. Mitigation

- We appreciate the collaborative approach that DCP has taken thus far, and we urge DCP to communicate with our offices as well as its agency partners about proposed mitigations as early and openly as possible to develop feasible, thorough, and responsive solutions to the impacts of this proposal.

Task 21. Alternatives

- No comment

Task 22. Summary EIS Chapters

- No comment

Task 23. Executive Summary

- No comment

Thank you very much for your consideration of these comments. I appreciate DCP's work to implement a transparent public planning process and we know that commitment will continue going forward.

Organizations and Businesses

[EXTERNAL] rezoning

payal <payal@urbanconstructioninc.com>

Mon 8/12/2024 12:51 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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To Whom it may concern,
I am the owner and CEO of Urban Construction Inc. We are a Asian Women owned Construction Company. Our property is 42-44 13 street as well as the yard on 43rd avenue Block 458 lot 145 and lot 146 .
The proposed city planning has rezoned my property to M2-3A, while my neighbors to my side zoning is M1-6A . We have plans to develop our property training and design center for construction . The current rezoning will allow enough sqaure footage for only 60 employees. If you grant the M1-6 A zoning, I would be able to develop and add 120 employees to my organization. Please reconsider rezoning my property to M1-6 A zoning as it is imperitive for the survival and growth of my company.
Thank you for your consideration.

Payal Bor
Payal@UrbanConstructionInc.com
Owner and CEO

URBAN CONSTRUCTION INC

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Court Square Civic Association
Long Island City, NY | hello@courtsquarecivic.org

August 9th, 2024

Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271
Stephanie Shellooe, AICP, Director

Re: Long Island City Neighborhood Plan

Dear Stephanie,

The Court Square Civic Association has been advocating for residents,and businesses since 2015. Our mission is to champion and facilitate the holistic development of the Court Square neighborhood through community collaboration and civic participation. The Long Island City Neighborhood plan advocates for several points including:

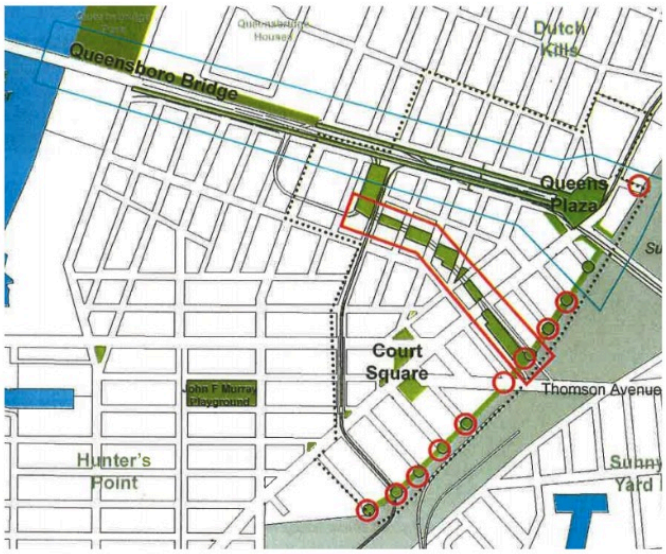
- INVEST IN EXISTING PARKS AND DELIVER NEW OPEN SPACE ALONG THE WATERFRONT AND IN THE CORE THAT IS HIGH-QUALITY, RESILIENT, SUSTAINABLE, AND ACCESSIBLE.
- ENHANCE CONNECTIVITY WITH MULTI-MODAL TRANSPORTATION, IMPROVE SAFETY FOR PEDESTRIANS AND BIKERS, AND IMPROVE LOGISTICS FOR DELIVERIES, LOADING ZONES, AND TRUCK ACCESS.

As Long Island City and in particular, Court Square continues to grow and develop there are significant open space opportunities for consideration, including the additional creation of 100,000+ sq ft of public space away from the waterfront in the form of already public City-owned land in the LIC Underline as seen below.

The city-owned lots under the ramps would be beautified and improved to provide public open space for this community.

The areas exposed to the sky would be improved as landscaped seating areas with elements such as trees, plantings, benches, game tables and lighting.

The areas under the ramps would be temporarily fenced off when needed by D.O.T. for maintenance. Otherwise they would be part of the public space. If enhanced with interesting paving and ceiling treatment with lighting the covered areas would complement the open areas. They would be designed to provide through block access for pedestrians only with elements which would preclude their use as vehicular streets.



The LCI DRI is a separate public-owned initiative for Long Island City which has identified the LIC Underline as a potential project to expand, however a major inhibitor remains an entity that can provide the maintenance of the overall potential space, not a single developer or private entity, or newly created non-profit. This is the story of LIC, half hazard ad-hoc reactive planning.

As the LIC Neighborhood Study is taking into the context of the entire neighborhood as a whole, there is a real opportunity for the creation of transformative public space, not only at the waterfront, but also within inner LIC, which City Planning should and take up for potential consideration. As many high rises remain “walled oasis”, the creation of public space stitches together those who live, play, and work in the neighborhood rather than create disparate silos. As NYC Planning takes into serious consideration of the LIC planning holistically, we strongly advocate and request budget and political will also be looked at expanding the LIC Underline Public Space.

Thank you.

Sincerely,

Frank Wu
President, Court Square Civic Association

Rebecca Barnes
Vice President, Court Square Civic Association

NYC Department of City Planning
Scoping Meeting for the Long Island City Neighborhood Plan
Kenneth Adams, President of LaGuardia Community College
Testimony
Monday, August 12, 2024

Good afternoon. Thank you for the opportunity to testify today. My name is Kenneth Adams. I am the president of LaGuardia Community College, located at 31-10 Thomson Avenue in Long Island City. While LaGuardia is not part of the area proposed for rezoning, we are an anchor institution in Western Queens deeply committed to the prosperity of Long Island City – to the quality of life its residents, the success of its businesses, and the flourishing of its cultural and community organizations.

I want to thank the NYC Department of City Planning for working with our elected officials and community leaders to develop the "One LIC Neighborhood Plan". The plan represents an important opportunity to update local zoning regulations in light of the dramatic changes in LIC in recent years.

Several aspects of the Plan are particularly important to LaGuardia. Though known, of course, as a community college, LaGuardia is also leading provider of small business assistance. For example, in collaboration with SUNY and the US SBA, we run a Small Business Development Center. We have helped over 24,000 small business to secure over a half-a-billion dollars in contracts. We were the launch site for the Goldman Sachs 10,000 Small Businesses entrepreneurship training program. We support the plan's commitment to preserving and increasing the light industrial, retail, entertainment, cultural, and office uses that are vital to a sustainable live-work community, and commend the plan for its commitment to that goal.

As the largest provider of non-degree workforce training in CUNY, we are pleased to offer vocational education and training to LIC residents, something we have done for many years.
LaGuardia is committed to working with local employers to ensure that Long Island City residents have the skills needed to succeed in the positions these firms depend on.

We also strongly support the plan's commitment to affordable housing. Unfortunately, many LaGuardia students suffer from housing insecurity. Every semester, we help students who are homeless, or struggling with paying their rent. Studies have shown that housing and food insecurity are often the biggest challenges for many college students, often forcing them to give up their studies and derail their dreams. We are encouraged by the possibility that the proposed zoning changes will lead to the construction of affordable housing, including student-housing, some of which could meet the needs of LaGuardia students.

We look forward to working with NYC DCP, Councilmember Julie Won, and local stakeholders to advance the One LIC Neighborhood Plan. Thank you.

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JONATHAN D. RESNICK
EHAB SHEHATA
MITCHEL W. SIMPLER
STEVE H. SOMMER
JENNIFER L. STONE
ELIZABETH VELEZ
ELISE WAGNER ESQ.
SEVINC G. YUKSEL
EMERITI
JOSEPH J. ALIOTTA
RICHARD T. ANDERSON
AINE M. BRAZIL
LOUIS J. COLETTI
RAYMOND P. DADDAZIO
JOHN M. DIONISIO
SUSAN L. HAYES
MAUREEN A. HENEGAN
THOMAS IOVINO
SABRINA KANNER
JEFFREY M. LEVY
WILLIAM A. MARINO
MYSORE NAGARAJA
ROBERT S. PECKAR
MILO RIVERSO
LAWRENCE P. ROMAN
THOMAS SCARANGELLO
FRANK SCIAME
DOMINICK SERVEDIO
MARILYN JORDAN TAYLOR
RICHARD L. TOMASETTI

YOUNG PROFESSIONALS LIAISON

NEW YORK BUILDING CONGRESS

August 12, 2024

New York City Department of City Planning,
120 Broadway, 31st Floor,
New York, New York 10271

Re: Support for the Long Island City Neighborhood Plan

Good afternoon, my name is Carlo Casa the Director of Policy and Research at the New York Building Congress, thank you for the opportunity to speak today.

The Building Congress represents over 500 constituent organizations and over 250,000 skilled tradespeople and professionals dedicated to the growth and prosperity of our city. We express our strong support for the purpose and need of the Long Island City Neighborhood Plan.

The LIC Neighborhood Plan brings with it substantial benefits to the community and is informed by the public from over three rounds of focus meetings and two town halls. We applaud DCP's commitment to public feedback and look forward to continued community input in the future.

Allowing the construction of 14,000 new, mixed-income housing units not only meets the urgent need for affordable housing, but also capitalizes on the tremendous growth Long Island City has witnessed over the last two decades. Housing development in Long Island City has already proved an incredible economic success story, and further growth promises to do the same. This plan will create good paying jobs for New Yorkers and support local businesses.

Additionally, the commitment to incorporate Mandatory Inclusionary Housing in these areas ensures that Long Island City will continue to be accessible to a wide range of residents and families at all income levels.

We welcome the essential infrastructure and community investments included in this proposal. The updates to the sewer system, century-old roadway network, new schools, new waterfront space, and subway stations are key to supporting a bright and lasting economic future for Long Island City.

This is a forward-thinking approach that will use zoning as a tool to enhance the quality of life in Long Island City, create new jobs, bring in new businesses, and promote a thriving, well-connected community.

Let's not miss this opportunity to support an even better future for Long Island City and its residents.

Thank you for your consideration.

SILVERCUP STUDIOS®

August 15, 2024

New York City Department of City Planning, Environmental Assessment & Review Division
Attn: Stephanie Shellooe, Director
120 Broadway, 31st Floor
New York, NY 10271

Re: Scoping Meeting for the Long Island City Neighborhood Plan
Draft Scope of Work Public Comment Period

Councilmember Won and Members of the Planning Commission,

The following is my testimony in support of the Long Island City Neighborhood Plan – "One LIC"

Firstly, I want to thank the Councilmember and the New York Department of City Planning ("DCP") for this long-needed initiative in Long Island City.

Industrial Business Zones (IBZ) were created via policy, not zoning, in 2006. This policy has not only become outdated but is also a hindrance to the holistic growth of this neighborhood. Huge parts are now empty warehouses and manufacturing units surrounded by residential, effectively creating a disjointed neighborhood. It's hard to get from one area to another without having to go through potentially unsafe, often desolate, areas. People with families are at an even higher risk in these zones. The current plan will only perpetuate these problems within the IBZ, effectively segregating the residential zones even more. If we are to allow for industrial/commercial to thrive alongside residential, then we must come up with a more innovative planning.

I am an architect myself. I believe in the efficacy of a mixed-use zoning that not only meets the housing need but also allows light-manufacturing to thrive in harmony. The industrial/commercial uses can help offset a lot of the construction costs for residential buildings, which in turn will allow for more affordable units. In the current economy, constructing residential for **affordable housing** is only a problem because of the upfront cost that no one wants to bear. On the other hand, there is lack of commercial tenants because the rent they are looking for is practically impossible for landlords, and owners to offer with the high cost/tax associated with it. By allowing residential along with industrial, we will be able to offset a lot of those costs thus making both industrial/commercial space and new residential units more affordable. We have a housing crisis, and we need both affordable and market rate housing to mitigate that.

One issue brought up by so many was the **safety** aspect of this neighborhood. The single reason for that is the segregation of uses. Employees have to walk across no-man's lands (or blocks) to get to their jobs, when they could be walking through streets that have a vibrant urban scape, storefronts that puts eyes on the streets. Residents have to walk through the same to even get to their own houses, we keep deepening the divide within these communities by the current rezoning which will not provide the critical mix of uses required to alleviate these problems.

An intention of One LIC was the creation of more jobs. The current proposal adds more FAR to the LIC CORE IBZ but this, by itself, is not going to drive the development of new commercial/industrial spaces nor will it drive new commercial/industrial tenants to the area. We need ways to make the ultimate cost of these new economy buildings affordable for developers who can then in turn be able to provide these new spaces **at affordable rents** for perspective tenants. Adding residential to the LIC Core IBZ is the answer here as it will help offset the

costs of new construction thus allowing developers a financially feasible way to bring these new spaces to the market which will then be the **driver of new jobs within the IBZ**. Another reason why employers aren't moving to LIC despite the currently available statutory incentives and lower rates compared to Manhattan is because the neighborhood is not a worker friendly area to be in. Employees don't go out during lunch hours because of lack of safety and lack of enough affordable food options. These commercial zones will only happen when there is a constant number of customers as in once again, residential users. This is exactly why a mix of uses is so critical- it will bring more employers, employees and hence **more jobs.**

Another very important point is **sustainability** and the effect on our environment. Time and again it has been proven that a higher density neighborhood which is walkable and transit oriented (just as the LIC IBZ is) is much more sustainable in the long run. Yes, we need parks and trees, but they cannot be so remote and low use that it renders them unusable. We need high density housing and light manufacturing with **parks and playgrounds at strategic nodes**. We need schools, but we also need to ensure that the children feel safe commuting to these schools. We need to make sure that the **schools** are in close proximity to residences and are walkable. We cannot think of everything in isolation. We need to look at this neighborhood as one entity.

We are at the doorstep of a great opportunity, to really re-think what we want our future city to look like. We should not take this lightly, because the effects of zoning plans such as these take decades to undo if and when we realize that they are not working. So, I urge you to re-think the currently proposed plan for the LIC Core IBZ and let mixed-use with light manufacturing and residential take the forefront of this effort.

Sincerely,

Minakshi Mohanta, APM
Silvercup Studios
42-22 22nd Street
Long Island City, NY 11010

SILVERCUP STUDIOS®

August 15, 2024

New York City Department of City Planning, Environmental Assessment & Review Division
Attn: Stephanie Shellooe, Director
120 Broadway, 31st Floor
New York, NY 10271

Re: Scoping Meeting for the Long Island City Neighborhood Plan
Draft Scope of Work Public Comment Period

Councilmember Won and Members of the Planning Commission,

The following is my testimony in support of the Long Island City Neighborhood Plan – "One LIC"

I want to commend the Councilmember and the New York City Department of City Planning ("DCP") for taking the initiative to look wholistically at Long Island City and address outdated zoning with an eye for the future. As we embark on this important mission to prepare Long Island City for a bright and vibrant future, we think it is important that we pay particular attention to the opportunity rich Core LIC Industrial Business Zone (IBZ).

When the Industrial Business Zones (IBZs) were established in 2006 the goal was to protect existing manufacturing/ commercial districts, foster economic development, and encourage industrial/ commercial growth citywide. Unfortunately, while well intentioned, this plan has not worked in certain locations. Today, nearly 20 years after the IBZs creation, we need to find modern solutions for this mission grounded in the current conditions of our local community and NYC at large. It is for this reason that we need to look at innovative approaches to policy, land use and zoning that will not only help preserve and grow manufacturing/ commercial but will simultaneously address a myriad of other undeniable crises the community faces such as housing shortages and public safety. Unfortunately, the rezoning of the Core LIC IBZ as currently contemplated in the plan for One LIC does not align with these goals. The following outlines the critical issues that should be considered:

- Please understand that IBZs are policy, not zoning.

- The current One LIC rezoning plan includes increasing industrial/ commercial Floor Area Ratios (FAR) to 6,7,8+ in the LIC Core IBZ. This added FAR will not induce developers to build new projects. Tenants in the Core LIC IBZ need rents that are $25-35/SF. The cost of new construction would require rents of $60+/SF in order to financially justify such new projects. The math here just doesn't work.

- In order to protect and grow the Long Island City Core IBZ for the future, a catalyst is needed (either via subsidy or other zoning changes) to promote the creation of new industrial/commercial space and encourage growth of that sector within the IBZ.

- Any rezoning of the LIC Core IBZ must include residential rezoning, along with a requirement to maintain or replace any existing industrial/ commercial space on a given site. Not including residential within the Long Island City Core IBZ is the equivalent of "red lining."

- Mixed use rezoning, which would provide residential FAR alongside industrial/ commercial FAR, would provide the financial wherewithal for property owners and developers to build new industrial/ commercial spaces.

- New construction would allow the existing aging industrial/ commercial building stock to be modernized and/or replaced thus shoring up these businesses for the future.

- The landscape of "manufacturing" has drastically changed since the IBZs inception. Many of the new industrial/ commercial uses within the IBZ are clean/quiet businesses that could easily coexist with housing.

- A mix of uses within the IBZ could provide for more vibrant and safer neighborhoods, creating a 24/7 walkable city, for commercial and residential occupants alike.

- Industrial Business Zones were created via policy, not zoning. As such we strongly believe that new innovative policy could easily be utilized to both maintain the spirit of what was intended when the IBZs were created AND prime the tenants within the IBZ for a future in which they can both sustain and grow their businesses.

- There are existing businesses within the Core LIC IBZ that stand ready and willing to reconstruct their existing aging industrial buildings if provided with the ability to support such a project by building residential above.

- If adding residential to the IBZ is scope that is not feasible at this time, what can the city offer to the community who overwhelming stood up in support of mixed use in the LIC Core IBZ at the scoping meeting? While we ask that any rezoning within the IBZ include residential, if it does not, we need to discuss options for obtaining guarantees in writing from the city (including the Deputy Mayor's Office and the Department of City Planning) to get this done in the very near future.

Innovative approaches to solving the issues of saving our manufacturing/ commercial districts while addressing the undeniable housing crisis in our community, such as what we have outlined here, is the kind of forward thinking that will enable Long Island City to grow and prosper in the years ahead while maintaining its character and unique identity within New York City at large.

Sincerely,

Rachel Suna Britchkow
Vice President
Silvercup Studios
42-22 22nd Street
Long Island City, NY 11010

URBAN UPBOUND
tackling poverty, changing lives.

Bishop Mitchell G Taylor
12-11 40th Ave
Long Island City, NY
Mtaylor@urbanupbound.org
8/12/24

New York City Planning Commission
120 Broadway, 31st Floor
New York, NY 10271

Dear Members of the New York City Planning Commission,

I am writing to express my support for the expansion of the One Long Island City (LIC) study area from 40th Ave to 37th Ave and from 21st to Vernon Blvd. This expansion presents a significant opportunity to unlock residential development and create thousands of next-level affordable housing units in the heart of our city.

Expanding the study area will not only benefit the community at large but will also have a profound impact on essential workers such as teachers, custodians, firefighters, and many others who play a crucial role in our society. By providing access to affordable housing in a prime location like LIC, we can ensure that these individuals have the opportunity to live and work in a thriving and diverse neighborhood.

The need for affordable housing in New York City has never been greater, and expanding the LIC study area is a critical step towards addressing this pressing issue. By broadening the scope of the study, we can create a more inclusive and sustainable community that accommodates the needs of all its residents.

I urge the New York City Planning Commission to consider this expansion thoughtfully and with a focus on creating a vibrant and equitable neighborhood for all. By seizing this opportunity, we can build a stronger, more resilient city that values the contributions of all its residents.

Thank you for your attention to this matter. I look forward to seeing the positive impact that this expansion will have on our community.

Sincerely,

Bishop Mitchell Taylor
Urban Upbound Co-Founder & CEO

ZIRINSKY ARCHITECTURE PC
44-02 11th St, Rm 501 Long Island City, NY 11101
tel: 718.706.0616 Steve@zirinskyarch.com

August 13, 2024

City Planning Commission
EARD Scoping Meeting
Long Island City Neighborhood Plan
25DCP001Q DL

Re: 25DCP001Q DL

My name is Steven Zirinsky, I am an architect practicing in Long Island City since 1992. I am co-Chair of the Building Code Committee for AIANY, and have also served on various City Code Committees including the 2014 and 2022 Building Code cycles amongst other efforts.

I have previously worked with the Department of City Planning as part of AIANY doing zoning adaptation studies immediately after Sandy. The AIANY created a study group and City Planning watched over those proceedings.

I suggest a similar process be adopted here, perhaps through the aegis of the Regional Planning Authority or AIANY.

While I applaud what City Planning is doing here, the current proposal is designed in a vacuum.

Other City Agencies- DEP, DOT, and the MTA need to be part of the equation, because we don't want to end up with darkened corridors similar to the area around Jackson Avenue near the courthouse.

There are several things that need to be considered, some of which are within DCP's purview and some not. This list is not in any particular order.

1. There should be a **master authority** delegated to help fashion a contextual as well as neighborhood centric series of building blocks that will flesh out the rhythm that has been LIC.

2. **Include in the scope**- the DOT lots under the 59th Street Bridge, DOE Building and the Con Ed Plant

3. **Sewers**- I do not think DEP knows the last time the catch basins and underground lines have been cleaned. Now, flooding in LIC has been a problem since at least the 1950's so I do not think that this will solve the problem, but it should be done. It is not sexy, but it is easy enough to do.

ZIRINSKY ARCHITECTURE PC
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tel: 718.706.0616 Steve@zirinskyarch.com

August 13, 2024

City Planning Commission

25DCP001Q DL

page two

4. **Alternate side of the street parking rules** should be in effect here. This would reduce the number of motor homes that live here as well as help clean the litter before it gets into the catch basins.

5. **Massing**- I would not do a donut approach to FAR in the IBZ. I would base it on street width. And I would create a center- take one or two of the open parking lots and create parks/ gathering place out of them.

6. **Transit**- Add a E/M stop at Vernon Blvd. Add another tram to Roosevelt Island connecting to the Cornell Campus - going as far as Queens Plaza. Also, one needs to consider the impact of a Vernon trolley.

7. **Make Queens Plaza South**, under the bridge near Vernon, artisan shops. We have this broad boulevard that is under utilized.

8. **Create a cove** similar to Annabelle Basin further North near the bridge. Perhaps where a Ferry could come in? And a marina?

9. **Add more trees**. No reason industrial LIC cannot have trees, even with the need for curb cuts,

10. **Uses**. It would be good if this area had a specialty use. It seems that **boutique athletic facilities** have been popping up here- we have wall climbing, pickle ball, and sky diving. These types of spaces need to be encouraged in the zoning code.

11. Emblematic of LIC is the concrete 1920's factory building. There should be a **loft code for industrial buildings** that allows for new construction for fireproof construction allowing for flexible uses in what was until recently UG 16,17 and others without needing to change the CO every time.

These are just some of the ideas that could be dealt with. But a holistic approach would serve everyone better.

I would consider being part of such a panel

Sincerely,

Steven Zirinsky, AIA

PURPOSE
BY
DESIGN
ARCHITECTS

August 12, 2024

Re: Written Comments for the Public Scoping of Long Island City Neighborhood Plan

Dear Department of City Planning,

I am an architect residing in Long Island City and lead a public bathroom working group that includes members from four Manhattan community boards (CB1, CB4, CB5, and CB7). Additionally, I have presented to the Health and Human Services Committee of Queens CB2 on the topic of public bathrooms. I am providing these comments on my own behalf to advocate for increased public open spaces and public bathrooms in connection with the rezoning of Long Island City.

The need for accessible public spaces and facilities, particularly public bathrooms, cannot be overstated. These are essential for ensuring that our neighborhoods remain welcoming, inclusive, and accommodating to everyone, including families, the elderly, and individuals with disabilities. Proper planning and investment in these areas will greatly enhance the livability of Long Island City and set a standard for future developments.

The need for green spaces and public bathroom access has become even more critical for NYC in the post-COVID era, as highlighted by the city's recent Vital Parks for All and the Ur in Luck initiatives. To improve access for residents, we must strike a balance between public funding and public-private partnerships. One way to achieve this is by reviving the Residential POPS (Privately Owned Public Spaces) Program and developing a modern, comprehensive POPS program that can be expanded citywide. Currently, out of approximately 600 total POPS in the city, 109 are Residential POPS. This program was discontinued in the 1990s due to the different challenges the city faced at that time, but the Residential POPS proved to be a vital resource for residents during the pandemic.

Incorporating POPS incentives into residential and industrial zoning areas during the redevelopment of Long Island City could create a more cohesive network of green spaces, extending from the waterfront to Court Square. These green spaces would not only provide residents with greater access to nature and opportunities for community connection but also help reduce the urban heat index. Additionally, they could be designed to include bioswales, contributing to more effective stormwater management.

A comprehensive POPS program should include modernizing amenities across POPS and waterfront areas to provide access to public bathrooms—an essential amenity for public health and accessibility that is currently overlooked in the zoning resolution. Manhattan Community Boards 1, 4 and 5 have formally requested updates to the rezoning resolution to mandate public bathroom access for POPS over 10,000 square feet, which is when food amenity requirements are triggered. Please see attached resolution and letter of support from these community boards. Including public bathroom incentives is crucial, as standalone public bathrooms in parks can be cost-prohibitive. The city should consider public bathroom access in both public and private buildings to utilize economies of scale.

Long Island City offers successful precedents for public bathroom access, as seen at the new Gotham Point development and 46-10 Center Blvd, the building behind the Pepsi-Cola sign, where public bathrooms located on the side of the buildings are directly accessible from the public sidewalk. These public amenities were previously requested by the community. However, Court Square and Queensboro Plaza remain a public bathroom desert, leaving people walking, biking, and running in this area with nowhere to go.

Advocacy groups like Friends of Transmitter Park and the Gowanus Canal Waterfront Task Force are actively fighting for public bathrooms, as rezonings in their neighborhoods have failed to provide this essential amenity. In Gowanus, the community is now seeking a public building at the DSNY salt lot to provide access to public bathrooms. New buildings constructed in the Long Island City neighborhood should be designed to include public bathrooms that are easily accessible from the public realm. We ask DCP to plan for these essential amenities in our neighborhood, as they are often overlooked.

Thank you for the opportunity to provide comments.

Sincerely,

Julie Chou

Julie Chou, AIA
Principal
Purpose By Design Architects PLLC

Enclosure: Images showing precedents of public private partnership to provide access to public bathrooms in Long Island City. Manhattan CB1, CB4, and CB5 Resolutions and Letter of Support for a proposed zoning text amendment to improve access to public bathrooms in privately owned public spaces.

GOTHAM POINT SOUTH



The Gotham Organization
5627 2nd Street, LIC, NY

Gotham Point is a 1,132-unit development built on city-owned land. Around 75 percent of the apartments – or 847 units – are rent stabilized/affordable, with the remainder being offered at market rate.

Public bathrooms are accessible from the public sidewalk. One is labeled Restroom and the other is labeled All Gender Restroom. Multiple stalls are provided in both bathrooms.

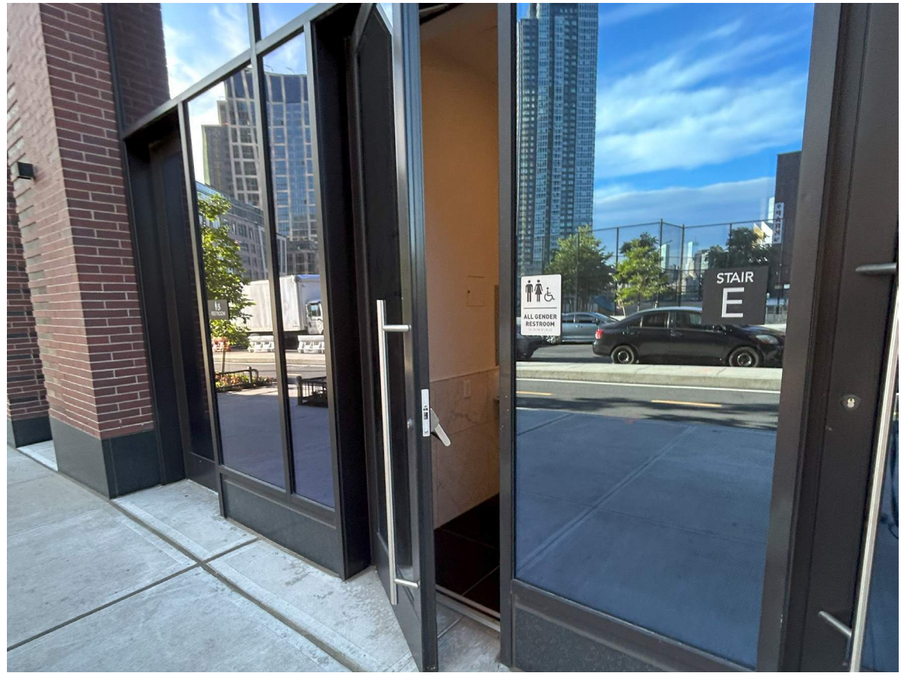
The bathrooms are not locked and no hours of operation are provided. There are no attendants. The porters of the residential building are responsible for cleaning the restrooms.

The materials include sheetrock walls, warm color temperature downlights, white stalls, porcelain tiled floors and feels inviting.

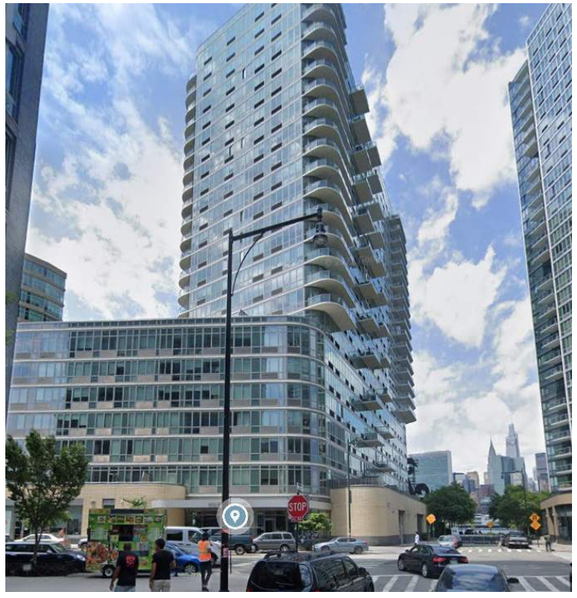








4610 CENTER BLVD







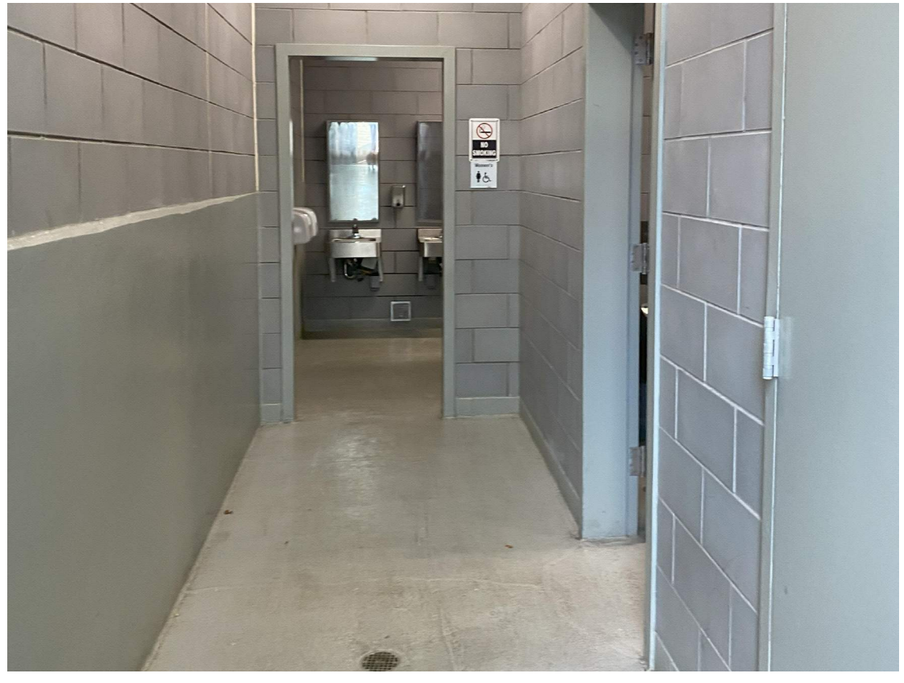
TF Cornerstone
4610 Center Blvd, LIC, NY

Known by many as the “apartment behind the Pepsi-Cola sign.” The building provides market rate rental apartments and was built in 2011.

Public bathrooms are accessible from the public sidewalk on the side of the building near the park. A corridor leads to the men’s and women’s restrooms with multiple stalls.

Gantry Park, a state owned park, provides maintenance for this bathroom. The bathrooms are not locked. Signage is provided around the corner in the park.

Materials are durable but industrial in this bathroom including stainless steel, CMU block and concrete flooring.





CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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New York, NY 10001
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JEFFREY LEFRANCOIS
Chair

JESSE R. BODINE
District Manager

March 10, 2023

Dan Garodnick
Chair
Department of City Planning
120 Broadway, 31st Fl.
New York, NY 10271

Hon. Mark Levine
Manhattan Borough President
Municipal Building, 19th Floor
1 Center Street
New York, NY 10007

Re: Proposed Zoning Text Amendment to Improve Access to Public Bathrooms in Privately Owned Public Process

Dear Chair Garodnick and Borough President Levine,

The Public Restroom Working Group presented draft language of a Zoning Text Amendment to improve access to the number of public restrooms to the Clinton/Hell's Kitchen Land Use Committee (C/HKLU) at its January 11, 2023 meeting, and the Chelsea Land Use Committee (CLU) at its February 22, 2023 meeting. The proposed Zoning Text Amendment focused on altering the requirements of Privately Owned Public Spaces (POPS) to be inclusive of additional public restrooms. C/HKLU and CLU voted to support the concept of the proposed zoning text amendment, however, more nuanced exploration of the text must be completed to incorporate some important community concerns. The MCB4 Executive Committee presented the combined letter to the full Board at its March 1, 2023 meeting which voted 35 in favor, 0 opposed, 0 abstained, and 1 Present Not Eligible to recommend the Working Group proceed with their efforts to adopt new zoning text amendment language for expansion of access to public bathrooms but by incorporating further community concerns.

Background

In 2021, a Public Restroom Working Group was formed with participants from five Community Boards to address the need for more access to public restrooms. A dire need for public restrooms in the City is clear considering the lack of public restrooms available for the people of New York City, particularly the large volumes of pedestrians in addition to tourist traffic. The working group took into consideration ADA compliance access, gender-neutral 'single-occupancy' restrooms, changing tables for infants and toddlers, 24/7 access, and cost of installation. Signage, maintenance, accountability, and ensuring a safe environment were all components of any revisions the working group pursued.

The situation with access to public restrooms crosses many City departments and agencies. Currently the Parks department manages the majority of the public restrooms; only 31% of those are ADA compliant, and 11% are not open year-round. MTA restrooms are unclean, unsafe, and in need of repair. Libraries, public transit centers, police stations, and other public government buildings are some of the only available public restrooms in the City which are not conveniently accessible.

Options to expand access to CUNY, public schools, City Offices and other public facilities is a possible venue to providing access to restrooms. DOT and Parks have been called upon to identify at least one location in each New York City zip code suitable for installing a public restroom. More than one per zip code may be required. Efforts are underway to require Parks to report on a regular basis the status of the conditions of the public restrooms held and operated by public agencies.

Proposal

One solution currently being considered by the Working Group is to include public restrooms as a mandatory amenity in the zoning requirements for POPS that are over 10,000 square feet. Only 14 of 550 POPS currently have public restrooms, of which only one is in CD4 at Worldwide Plaza. POPS are often created as a result of a zoning bonus incentives resulting in additional FAR for new buildings. The Working Group believes adding a requirement for public restrooms as part of the discussions on bonuses with development teams is an opportunity to address a community issue.

Possible options for developers to include additional restrooms include:

- Access to existing restrooms in the buildings associated with POPS
- Access to restrooms in associated cafés or kiosks
- New stand-alone units

Many of the POPS need to renew their certificates which presents the opportunity to ask for new or add access to public restrooms as a mandatory compliance for their recertification.

Recommendations

CB4 supports the development of a text amendment to add, and in some cases require, public restrooms as an amenity for public plazas and POPS. Consideration should be made to amending the zoning text for Public Plazas and POPS so that public restrooms are included as a

mandatory amenity that could enhance our public realm by providing access to free, well-maintained public restrooms for residents, visitors, workers, and the unhoused.

We recommend that the Working Group incorporate language into any draft text amendment to address community concerns. Specifically, those concerns are:

- Maintenance of POPS is the responsibility of the building management and must include restrooms as well.
- Directional signage should be within the POPS as well as at the entrances to POPS.
- Occupant Load should be considered and better defined, specifically for indoor versus outdoor venues with consideration to other uses in a plaza.
- Smaller POPS below 10,000 SF should also be required to add restrooms even if food kiosks are not required.
    - Occupancy Loads rather than square footage size of the POPS should be the determinant factor in requiring public restrooms.
- Incorporate language to ensure that public safety issues are addressed.
- Consideration of retrofitting existing POPS for restroom compliance when they come in for recertification.
    - Any recertification must comply with the new requirements and no POPS should be granted grandfathered waiver from installation of a public restroom.
- Address existing open space requirements when asking developers to utilize more space for new structures.
- Access to POPS public restrooms should not require any form of identification or present any other barriers to access.
- Adopt gender neutrality guidelines for any POPS restrooms to align with other City regulations.
- POPS that do not comply with the regulations should face substantial fines.

We appreciate and recognize the efforts and need to create more public restrooms and support the concept of the proposed zoning text amendment. We look forward to reviewing any final draft language to reach that goal.

Sincerely,

Jeffrey LeFrancois
Chair
Manhattan Community Board 4

cc: Hon. Erik Bottcher, City Council
Community Board Public Bathroom Task Force

<< BACK

Land Use, Housing & Zoning

PRINT

February 2023, Land Use, Housing & Zoning Committee

Proposed Text Amendment to Provide Access to Public Bathrooms in Privately Owned Public Spaces (POPS).

At the regularly scheduled monthly Community Board Five meeting on Thursday, February 09, 2023, the following resolution passed with a vote of 33 in favor; 0 opposed; 1 abstaining:

WHEREAS, Manhattan Community Board Five (CB5) seeks a zoning text amendment to provide access to public bathrooms for certain size and type of Privately Owned Public Spaces (POPS); and

WHEREAS, The zoning resolution currently has no requirements for public bathrooms for public plazas; and

WHEREAS, There are only 14 POPS out of 550 total POPS in NYC with 6 of these located in CB5 that provide access to public bathrooms making the rest of these Privately Owned Public Spaces difficult to access for certain populations; and

WHEREAS, Public bathrooms are a basic need, a public health and quality of life concern for our district, as well as the rest of the city; and

WHEREAS, CB5 experiences a population density of up to 980,000 people per square mile a day pre-pandemic; and

WHEREAS, CB5 currently has 24 public bathrooms opened to the public located in our libraries, subway stations, transportation hubs, parks, NYPD stations and existing POPS bathrooms; and

WHEREAS, only 2 of these locations provide 24/7 bathroom access; and

WHEREAS, Midtown has one of the highest concentration of public urination in the city per number of reported 311 complaints for public urination; and

WHEREAS, We applaud the city's study to site a public bathroom in each zip code with Intro 0258; and

WHEREAS, We will need a lot more public bathrooms in Midtown to make our public realm cleaner and more functional and attractive to residents, workers and tourists; and

WHEREAS, The public realm is becoming more privatized through initiatives such as the Permanent Open Restaurants Zoning Text Amendment and less room on our sidewalks is available to site/locate automated public toilets; and

WHEREAS, We are proposing public-private partnerships as one way to create more public bathrooms for the public realm; and

WHEREAS, Currently the zoning resolution require food amenities for POPS over 10,000 SF in ZR Section 37-748 Additional Amenities; and

WHEREAS, We recommend that POPS over 10,000 SF also provide access to public bathrooms whether associated with the food kiosk, the open air cafe, the commercial building or the public plaza; and

WHEREAS, We recommend that POPS smaller than 10,000 SF that are providing food amenities also be required to provide access to public bathrooms; and

WHEREAS, We recommend that access to public bathrooms be provided at covered pedestrian spaces, enclosed public spaces, covered plazas and arcades as some of these POPS are within a building envelope and should trigger occupant loads and plumbing fixture requirements; and

WHEREAS, We have documentation of certain POPS that are currently providing bathroom access requiring ID and security guard for access and are concerned that this prevents the unhoused from accessing these public bathrooms; and

WHEREAS, We recommend signage of public bathrooms within POPS to have a POPS logo and be labeled open to the public with hours of operation and that no ID be required to use the bathrooms; and

WHEREAS, We recommend that public bathrooms be listed in the required POPS information plaque if the amenity is provided; therefore be it

RESOLVED, CB5 recommends a Zoning Text Amendment to the Zoning Resolution to mandate public bathrooms in POPS according to criteria of POPS size, other existing amenities as described in this resolution, and be it further,

RESOLVED, CB5 seeks the help of Manhattan Borough President Mark Levine, our city council members Carlina Rivera (CD2), Keith Powers (CD4), and Erik Bottcher (CD3), the Department of City Planning (DCP) as well as the City Planning Commission to amend the Zoning Resolution for Public Plazas (ZR 37-70) to include access to public bathrooms so that our public realm can be more equitable, clean, functional and attractive.

cb5 manhattan

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COMMUNITY BOARD 1 – MANHATTAN
RESOLUTION

DATE: JANUARY 24, 2023

COMMITTEE OF ORIGIN: LAND USE, ZONING & ECONOMIC DEVELOPMENT

COMMITTEE VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
PUBLIC VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused
BOARD VOTE:	0 In Favor	0 Opposed	0 Abstained	0 Recused

RE: Public Restroom Text Amendment for Public Plazas

WHEREAS: Community Board 1 (CB1) recognizes the need to improve access to safe, clean, accessible, and free public restrooms in our district and throughout the City of New York (NYC) so that residents and visitors can manage a basic human need;[1] and

WHEREAS: The paucity of public toilets, especially ones that are open 24 hours/day and 365 days/year, is a long-standing and well-documented complaint in NYC;[2, 3] and

WHEREAS: Public bathrooms are needed for equity and public health, but their scarcity is so problematic in NYC that a website, https://www.got2gonyc.com/, was set up to share people's stories about how the lack of access interferes with their ability to spend time and participate in the public realm - a basic civil right; and

WHEREAS: In 2021, a Public Restroom Working Group, currently with with members from Manhattan CB1, CB4, CB5, CB6 & Queens CB2, was created and led by Julie Chou to identify and to address the need for more access to public bathrooms; and

WHEREAS: Developing text amendment(s) that would add, and in some cases require, public restrooms as an amenity for Privately Owned Public Spaces (POPS) would be one way to help meet NYC's need for more public restrooms in the public realm; and

WHEREAS: Only 14 of the 550 POPS in NYC currently provide public bathroom access, a missed opportunity; and

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[1] https://www.nyc.gov/assets/manhattancb1/downloads/pdf/resolutions/22-05-24.pdf, pp 38-40.
[2] Elston A, "No Place to Go: NYC's public restrooms are scarce and dirty, posing a health and public safety quandary", *Crain's*, February 2022, https://www.crainsnewyork.com/special-features/no-place-go-public-bathrooms-nyc?utm_source=editorial-promotion-&utm_medium=email&utm_ca%E2%80%A6
[3] Carmel J, "No Place to Go When You Need to Go? These New Yorkers have Ideas", *The New York Times*, July 3, 2021; https://www.nytimes.com/2021/07/02/nyregion/nyc-bathrooms.html

WHEREAS: Developers are provided with bonus floor area of up to 20 percent or waivers if they create and maintain POPS that are designed as dedicated spaces for public use and enjoyment; and

WHEREAS: Neither the NYC Building Code nor the NYC Zoning Resolution 37-70 include any requirements for public bathrooms in our public spaces, making toilets and changing facilities unavailable where they are greatly needed; and

WHEREAS: A project website[4] for the Advocates for POPS and the Municipal Arts Society of New York (MASNYC) includes four POPS with food services in Manhattan Community District 1 (MCD1), all in the Financial District; and

WHEREAS: Of the four POPS in MCD1 with food service only the POPS at 80 Maiden Lane and 60 Wall Street are also listed on the website as having a bathroom; and

WHEREAS: The Public Restroom Working Group recommends that POPS larger than 10,000 SF that provide food service be required to provide access to a public restroom; and

WHEREAS: Despite the lack of a requirement, or even the inclusion of restrooms as a stated amenity option, the owner of 119 West 56th Street, in Midtown Manhattan, recently volunteered to add public bathroom access as part of bringing that existing POPS into compliance, thus it is not necessarily burdensome; and

WHEREAS: Although the Public Plaza Zoning Code 37-70[5] does not include restrooms, NYC does have existing requirements regarding bathroom access when food is served, and not just for new businesses or structures. The website for 311 states that "food service establishments with 20 or more seats and opened after 1977, must provide a toilet for its customers";[6] and

WHEREAS: Stories about the problems encountered, and the many illustrations of public bathrooms are needed for equity and public health in NYC, are so common that a website, https://www.got2gonyc.com/, was set up to share people's stories; and

WHEREAS: The long-acknowledged need for more public bathrooms in NYC and the failure of the city to address it, will require a multi-faceted approach to achieve a meaningful change. Adding restroom access in more POPS is needed; now

[4] https://apops.mas.org/find-a-pops/?f=f&food_service=on, accessed January 11, 2023
[5] https://zr.planning.nyc.gov/article-iii/chapter-7#37-70
[6] https://portal.311.nyc.gov/article/?kanumber=KA-01351, accessed January 11, 2023.

THEREFORE
BE IT
RESOLVED
THAT: Manhattan Community Board 1 (CB1) supports the development of a text amendment(s) to add, and in some cases require, public restrooms as an amenity for public plazas; and

BE IT
FURTHER
RESOLVED
THAT: CB1 asks the Department of City Planning (DCP) to be open to amending the text for public plazas so that public restrooms are included as an amenity that could enhance the public realm by providing access to free, well-maintained public restrooms for residents, visitors, workers, and the unhoused; and

BE IT
FURTHER
RESOLVED
THAT: CB1 encourages Manhattan Borough President, Mark Levine, and our council member, Christopher Marte, to support efforts to get more public restrooms associated with public plazas, including in Privately Owned Public Spaces (POPS) and arcades.

QEDC

Queens Economic Development Corporation

120-55 Queens Boulevard, Suite 309
Kew Gardens, NY 11424

Tel 718 263 0546
Fax 718 263 0594

www.queensny.org

August 25, 2024

New York City Department of City Planning
New York, NY
RE: Long Island City Neighborhood Plan

Dear Sir or Madame:

The mission of the Queens Economic Development Corporation (QEDC) is to help create and retain jobs with a focus on assisting those of low- and moderate- income, women, minorities and immigrants. We operate a variety of programs directed towards this mission including in the borough's only non-profit commercial kitchen incubator, the Entrepreneur Space, located in Long Island City.

The QEDC supports this plan as it will tie together the many neighborhoods that comprise Long Island City. The most important elements are housing, small business, recreation, and infrastructure. Affordable housing is the greatest need, and we appreciate Councilwoman Won making it a priority. Apartments should be designed for families of every size and income group – this will increase the stability of the community.

As the QEDC is focused on small business we want to make sure the development will ensure space for entrepreneurs. Our innovation and tech industries are growing but they need to be nurtured – this should be a priority. Additionally, locally- owned retail and necessary services are vital to make it a real neighborhood.

The concept of contiguous waterfront access throughout the city was a dream 40 years ago. Connecting Queensbridge Park to Anable Basin will be a realization of that dream by bringing the community together in a tangible way.

And of course, infrastructure – as more people want to live, work and play in Long Island City they must be accommodated. This means upgrades to mass transit, attention to climate control and all government services.

The QEDC looks forward to working with all stakeholders on this project.

Thank you.

Seth Bornstein

Seth Bornstein
Executive Director

Long Island City Partnership

Testimony on
Long Island City Neighborhood Plan
August 12, 2024

Good afternoon, I am Laura Rothrock, president of the Long Island City Partnership. The Long Island City Partnership champions economic development efforts that benefit the neighborhood. We work to attract new businesses to LIC, retain those already here, engage residents and visitors, and promote a vibrant mixed-use community. We also manage the LIC Business Improvement District (BID) and Industrial Business Zone (IBZ), providing business services and assistance.

We applaud the efforts of the New York City Department of Planning and Council Member Won for bringing attention to the rapidly changing neighborhood through the One LIC Neighborhood Plan. Our community has consistently advocated for improvements in sanitation, open space, sewer systems, transportation, and police presence. These upgrades are essential to ensure our streets, green spaces, and public realm are safe and walkable. The Plan's objectives to create new housing, generate job opportunities, and enhance the mixed-use character of our neighborhood will attract much-needed investments in infrastructure and transportation to LIC.

While we support most aspects of the draft plan, we see an opportunity to better connect the IBZ to the rest of the neighborhood. The IBZ is between two rapidly growing residential neighborhoods (the waterfront and Court Square) and adjacent to two NYCHA campuses. Businesses here have naturally progressed to complement residential uses, such as breweries, bakeries, and gyms. However, the M zone designation creates a barrier, cutting off Court Square from the waterfront. We continue to hear from local business owners that residents bypass local establishments and jump on the subway into Manhattan out of convenience. We hear from employers that they have trouble retaining staff who are concerned about walking to the subway in the IBZ, which is dimly lit and not pedestrian friendly.

The LICP shares concerns about job preservation and business retention. We propose residential in the IBZ with a mandatory industrial/commercial FAR for each site to ensure these businesses can remain. Not all IBZs should be viewed uniformly; local nuances matter. There is an opportunity to create much-needed housing where local businesses can thrive.

The assumption that industrial uses cannot coexist with residential uses is outdated. By allowing a truly mixed-use zone—residential, industrial, retail, and commercial—the City can meet the demand for a community-oriented, walkable lifestyle while preserving existing businesses while enhancing public safety and creating much-needed housing.

Thank you for your consideration.

27-01 Queens Plaza North, Level B
Long Island City, NY 11101
P: 718-786-5300
www.licqns.com

REBNY Testimony | August 14, 2024

The Real Estate Board of New York to

The Department of City Planning on the Long Island City Neighborhood Rezoning Draft Scope of Work

The Real Estate Board of New York (REBNY) is the City's leading real estate trade association representing commercial, residential, and institutional property owners, builders, managers, investors, brokers, salespeople, and other organizations and individuals active in New York City real estate. REBNY appreciates the opportunity to comment on the Long Island City Neighborhood Rezoning Draft Scope of Work, CEQR No. 25DCP001Q.

REBNY supports the Long Island City Neighborhood Rezoning, which proposes to rezone 54 blocks of Long Island City (LIC), focused on the East River Waterfront and manufacturing zoned areas. The proposed actions will allow high-density mixed-use developments, combining residential, commercial, and light industrial uses within the study area. Notably, the plan will introduce Mandatory Inclusionary Housing (MIH) for the first time in LIC, aiming to create 14,000 new housing units, with 4,000 designated as permanently affordable apartments. This rezoning will also facilitate, by the city, infrastructure upgrades and the provision of additional school seats.

These changes are essential for an area that has already experienced significant housing growth, with more projects underway, and is primed for a mixed-use community. This growth can be supported by enhancing connectivity between the waterfront, residential projects, and Court Square, while adding necessary infrastructure improvements and creating additional school seats.

REBNY commends the Department of City Planning's analysis efforts. With a moonshot goal by the mayor of 500,000 apartments over the next decade, DCP should explore further measures to boost housing production in the LIC study area, such as studying the inclusion of residential use within the IBZ portion of the study area. These blocks are adjacent to the largest public housing project in the country, Queensbridge Houses, and residents in the surrounding blocks have voiced support for increased housing opportunities and complementary uses across from their homes. This presents an opportunity to connect the NYCHA development with Dutch Kills and core LIC, re-establishing pedestrian corridors and neighborhood retail to restitch Queensbridge into the neighborhood fabric.

Additionally, the department should evaluate the use of the recently proposed new R11 and R12 residential districts in this neighborhood study. This year's state budget permits the department to establish residential districts with density above the 12 FAR (Floor Area Ratio) cap in neighborhoods as part of a public environmental and land use process. In City of Yes for Housing Opportunity, the department is creating two new residential density districts that will allow for FARs exceeding 12. The LIC neighborhood rezoning is ideal and timely for assessing the mapping of these new R11 and R12 districts.

While the rezoning aims to promote industrial and commercial growth, current commercial and industrial rents ($25-35/sf) may not support standalone projects. Developers need a source of cross subsidy to support the lower rents needed by the industrial sector. One way to accomplish this is to build residential units as part of a development that integrates light industrial space below, at-grade, or adjacent to residential units. Those residential units in turn could help offset construction costs and support the development of modern industrial and commercial facilities.

Pairing light industrial and commercial spaces with residential use will bring greater vibrancy and safety to the IBZ streets, aligning with the objectives of the draft scope of work. We encourage the department to explore how residential development could coexist with industrial and commercial uses within the IBZ portion of the study area or commit to studying this area in a reasonable timeframe to address these concerns.

We look forward to seeing this rezoning progress through the public review process and delivering the infrastructure, housing, and school seats this community needs.

Thank you for considering these points.

CONTACTS:

Maddie DeCerbo

Senior Urban Planner

Real Estate Board of New York

Mdecerbo@rebny.com

RE: Updated comments given on 8/12 in response to the Department of City Planning's OneLIC Proposal

9/1/24

Hello everyone,

I am a thirty-five-year resident of Long Island City, speaking on behalf of the LIC Coalition (LICC) and Hunters Point Community Coalition (HPCC), local organizations with a deep history in the neighborhood. Our groups have developed an alternative, community-based *Vision Plan for Resiliency for Hunters Point North* (https://hunterspoint-north.com/viewerfinal.html), which we request be considered as part of the DCP's OneLIC scoping process. I also wish to remind the Department that we and other local groups—along with our community board (CB2Q) and council member (Julie Won)—all previously requested that the 8/12/24 meeting be postponed until the fall. We find it unconscionable that the Dept of City Planning (DCP) held this critical scoping meeting in the middle of August and the middle of a workday, when many who wished to attend could not.

Participation in earlier OneLIC events showed that our community is deeply concerned about the Department's proposal to upzone a significant portion of the neighborhood. Some of our key concerns are that:

- OneLIC is not founded on actual urban planning and does not consider the negative effects of previous zoning changes in LIC. Moreover, by not sharing maps that show actual height and density implications, it effectively hides these impacts from the community.

- OneLIC mimics the language of 'resiliency,' 'open space,' 'equity,' and 'affordability,' but its proposed upzoning will merely ADD to these deficits and problems.

- OneLIC purports to increase access to the waterfront but signals instead that it may reduce access by amending the Waterfront Access Plan.

- OneLIC purports to provide contiguous parkland along the waterfront but merely allows for a narrow waterfront walkway. Significantly, it gives away the neighborhood's last public waterfront properties needed to expand parkland and will *DECREASE* per capita open space in LIC (*which is currently third lowest in the City*).

- OneLIC purports to improve resiliency in LIC—much of which is situated in the floodplain and sections of were submerged beneath more than 6 feet of water during Hurricane Sandy. Rather, it ignores the City's own adaptive strategies for creating multiple lines of resilience—including proper setbacks, waterfront parks, and living shorelines—and, again, gives to developers the public waterfront properties needed to implement these strategies. *Note that Hunters Point South Park, which beautifully exemplifies this kind of robust approach and came about through advocacy by HPCC and other groups, has brought not only resiliency but also tremendous value to residents and developers alike*.

- OneLIC purports to increase equity but would hand to developers the public DOE building, which the community is urgently advocating be transformed into a much-needed service hub called the Queensboro People's Space (QPS). In addition to bringing critical services, the QPS would act as a meeting ground and point of connection between the communities of Queensbridge Housing and Hunters Point South.

- OneLIC fails to account for the economic risk of building along the LIC waterfront and the fact that re-insurers are increasingly rejecting requests for policies on new construction in floodplains.

- OneLIC proposes a massive upzoning in the name of 'affordability,' even though previous LIC upzonings have resulted in rent spikes and displacement—along with increased environmental hazards and critical shortages of services and open space. The upzoning would do nothing, moreover, to bring back affordable units for artists and makers, cultural venues, and small businesses.

- Last, the DCP should recognize that **upzoning a property's height and density is a *GIFT* to developers**, giving them millions of dollars in added value. Developers should be required to give some of that added value back to the community, to fund the additional resiliency, open space, infrastructure, and services needed to support the new density.

In summary, LICC-HPCC supports managed, well-planned development of this wonderful section of Long Island City, and our community-based plan—the ***LICC-HPCC Vision Plan for***

Resiliency for Hunters Point North (https://hunterspoint-north.com/viewerfinal.html) —does just that. Once again, we request that our plan be considered as part of OneLIC's scoping process. We further ask DCP to recognize and acknowledge that 1) New York's housing concerns cannot be solved alone by Long Island City (a neighborhood already struggling with *existing* massive development); 2) LIC cannot grow its way to affordability; 3) New housing cannot come at the expense of critical resiliency. It must be placed ***outside*** of the floodplain, as part of an integrated plan that protects our neighborhood into the future, saves millions in future clean-up costs, and adds opportunity and value for everyone.

Thank you,

Lisa Goren (for LICC-HPCC)

[EXTERNAL] LIC IBZ

Robert Singer <rsinger@timeequities.com>

Mon 9/2/2024 10:57 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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We are the owners of the Silks Building on 24th Street in LIC, which we've owned for over 20 years. The time has come to end the Industrial Business Zone in this part of LIC, and to allow for high density residential construction.

We have applauded the Mayor's policy initiative to be the "City of Yes," to build new housing and not let antiquated zoning policies stand in the way. In particular believe that changing the IBZ policy to allow for housing development would be a great way to encourage mixed-use development, investment, housing creation, etc.

In the LIC IBZ we have watched the negative toll that the policy has taken on this particular neighborhood - while the rest of LIC has thrived.

Per recent articles, we read that apparently the local LIC residents expressed similar feelings in the recent community meetings, they seem to want mixed-use neighborhoods, interconnected, dynamic and organic.

This article says that DCP is standing by its city-wide commitment to keep new residential units out of IBZs. The Council Member says here that she won't consider residential in IBZ's either, because it's long-standing "Mayoral policy," and would take the Mayor to change it.

At the same time, there seem to be various policy initiatives from the Mayor where he's looking to find land to build housing...like from today's NY Times, below.

To us, it seems like a smart solution for the Mayor's housing policy - and for the LIC community's desire for a nicer neighborhood - to allow residential in the LIC IBZ. In particular, new policies should allow for high density residential development in this - and other neighborhood - with a required affordable housing component.

Robert Singer
Director of Development
Time Equities, Inc.
212 206 6097
rsinger@timeequities.com

SILVERCUP STUDIOS®

September 11, 2024

New York City Department of City Planning, Environmental Assessment & Review Division
Attn: Stephanie Shellooe, Director
120 Broadway, 31st Floor
New York, NY 10271

Re: Scoping Meeting for the Long Island City Neighborhood Plan
Draft Scope of Work Public Comment Period

Councilmember Won and Members of the Planning Commission,

The following is my testimony in support of the Long Island City Neighborhood Plan – "One LIC"

I want to start by thanking the Councilmember and the New York City Department of City Planning ("DCP") for laying the groundwork for an improved and inclusive Long Island City neighborhood. Long Island City is on the cusp of a meaningful change. As we look forward to maintaining a prosperous LIC we need to reevaluate the Core LIC Industrial Business Zone (IBZ).

Industrial Business Zones (IBZs) were put into place in 2006, with the intention to further economic development and foster industrial and commercial businesses. Over the years the dynamic in LIC has changed and the model that once worked needs to be improved to meet the demands of our present changing world. IBZs are policy and not zoning, if we want to ensure the Long Island City Core IBZ continues to thrive, we must push forward the idea of mixed-use rezoning.

- The current proposal for the Core LIC IBZ is simply misguided. The proposed changes to the Core LIC IBZ include increasing the Commercial/Industrial FAR which no one will take advantage of because the math doesn't work. New expansion/construction requires $60-80/SF rents which are simply untenable for most commercial/industrial users, particularly those that already exist in the Core LIC IBZ.
- Existing commercial/industrial companies in the LIC Core need to have rents that are in the $25-35/SF range.
- The only way to achieve these rents is some form of subsidy. The City doesn't have $$ to give away so the "smart" solution is to subsidize industrial/commercial rents by allowing housing to be built on top of the industrial/commercial spaces. This is not a new concept and has been done before in other parts of the City where, e.g., retail needed to be maintained. What is new is the integration of commercial/industrial with residential which has been successfully demonstrated in our City as well as others.
- The only thing getting in the City's way to accomplish this is IBZ Policy, which is not zoning in and of itself.
- ONE LIC is already proposing rezoning adjacent M zones to be completely residential! Excluding the LIC Core IBZ doesn't make sense now or in the future.
- We have proposed to DCP that not all IBZ's are created equal. The LIC Core IBZ is ripe for mixed use due to its proximity to mass transit, the East River waterfront and to the already burgeoning residential development just East of the LIC Core IBZ
- Thoughtful mixed-use rezoning within the LIC Core IBZ would not only allow for offsetting construction costs for new updated/modern commercial/industrial space at rents users

42-22 22nd Street, Long Island City, NY 11101
TEL. 718-906-2100
Email: asuna@silvercup.nyc

could afford, but would help mitigate some of the extreme housing pressures the City is currently experiencing and has been experiencing for years.

- Mixed use rezoning in the LIC Core IBZ would create vibrant commercial storefront streets that create a sense of safety as the once desolate streets would then be filled with people moving throughout the neighborhood. This will also create more jobs in our changing world.
- Proposed Case Study: Silvercup Studios Main Campus is in the LIC Core IBZ with an FAR where we have over 500,000 SF of unutilized FAR that we cannot use because multi story uses don't make sense for our industry. Further, our existing facilities are outdated, too short and irregularly shaped for the needs of film/TV production these days.
    - If we were able to tear down some of our older facilities and build back 100%+ of that space and subsidize its redevelopment by building housing on top of the new studios, we could continue to evolve our studio business into the new economy.
    - The cost to build these studios would be extremely high, and otherwise cost prohibitive to build, because of the clear spans required (100'-120' clear). In this example, however, that extra expense would be offset by the housing above.
- Other commercial/industrial properties don't need those sorts of spans and requisite $$ but if the City required each property owner to produce at least 1 to 2 FAR of affordable commercial/industrial space that is appropriate to new economy uses, in order to be permitted to building housing above, it'd be a win-win for everyone.
- All of this having been said, it appears that NYC EDC is now proposing mixed use, INCLUDING HOUSING, in the Brooklyn Maritime IBZ! There is no reason why this same idea can't be implemented in the LIC Core IBZ!
- The creation of open park and playground spaces within the residential/ mixed use areas would also make it a place where families feel safe and happy.

Long Island City's "One LIC" plan is an undeniable strong long-term plan that is long overdue and needed as a way of preserving our industrial and commercial districts. At the same time, however, we need to be innovative in finding a solution for the public safety and housing crisis in our community. I strongly urge you to reconsider the LIC core IBZ and include the Mixed-use in the One LIC plan.

Sincerely,



Alan Suna
Chairman, Silvercup Studios

42-22 22nd Street, Long Island City, NY 11101
TEL. 718-906-2100
Email: asuna@silvercup.nyc

New York
Irish Center
Community Is Our Culture

10-40 Jackson Ave, Long Island City (Queens), NY 11101 . Tel: 718-482-0909 www.newyorkirishcenter.org

George C. Heslin
Executive Director

Board of Directors

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Rory McCreesh
Bridget Mitchell
Paul O'Brien
Michael O'Sullivan
Breda Prendergast

September 11, 2024

Environmental Assessment and Review Division
New York City Department of City Planning

Dear Stephanie Shellooe and the NYC DCP,

My name is George Heslin, and I am the Executive Director of New York Irish Center in the Court Square area of Long Island City.

On behalf of myself and our Board of Directors, I am delighted to support the rezoning plan of Long Island City and its objectives to create new housing, generate job opportunities, and enhance the mixed-use character of this district. This plan is particularly beneficial as it will create more open space for the community to enjoy as well as bring more infrastructure and transportation improvements. These improvements in turn will attract more investment to Long Island City, boost foot traffic on our streets, and support local businesses. These enhancements are vital for the sustainable growth and vibrancy of our authentic mixed-use neighborhood.

New York Irish Center has been a strong presence on Jackson Ave for 20 years. We serve not just those from Long Island City and Queens but people from all 5 boroughs, the greater New York City area, and even international talent through our many programs encompassing community, culture and care. The proposed updates will surely improve the experience of our guests, especially if you take into consideration the community's desire for a safer, more walkable neighborhood through improvements to the current street and sidewalk infrastructure and the addition of more street lighting.

Thanks to your efforts to update the zoning regulations and considering the Long Island City Neighborhood Plan, we can take a significant step forward in fostering growth and development in our community, and I appreciate the opportunity to voice my perspective on this critical issue. We look forward to the creation of a more resilient and adaptable Long Island City that benefits all stakeholders.

Many thanks,

George C. Heslin
Executive Director, New York Irish Center

Outlook

[EXTERNAL] Comments on CEQR No. 25DC001Q

From Bill Jessop <BJessop@NationalAcoustics.com>
Date Wed 9/11/2024 4:50 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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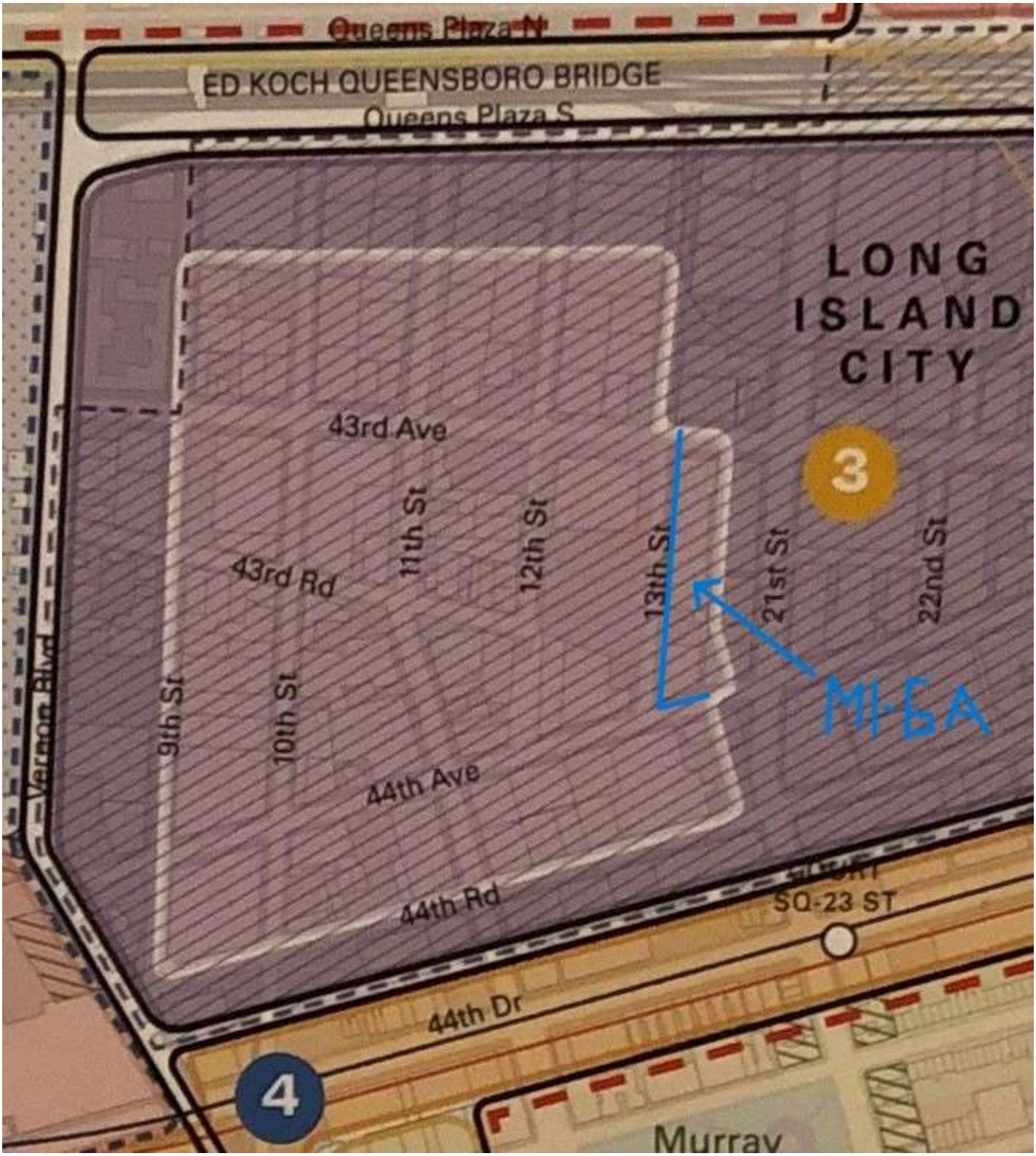
Dear Directory of City Planning,

As the owners of 13-06 43rd Avenue, Long Island City, we would like the opportunity and the right to develop our property to the same height as our contiguous neighbors on Queens city block 442. Our block is adjacent to 21st Street, Long Island City's major North / South artery. Your recent neighborhood analysis, designated our property was an "excellent potential redevelopment site". Such excellence is neutered by the proposed very low FAR designation.

At 47:30 minutes into the 8/12/2024 Zoom call, Council Women Julie Won strongly proposed that all property East of 13th Street to be zoned M1-6A. (FAR 8)



As per the attached picture, our property has been currently proposed for M1-2A, while our neighbors, on the same block, have been proposed for a rezoning designation of M1-6A. We feel, as does Council Women Julie Won, that it is only fair that our property is also proposed for a designation of M1-6A. (as marked above in blue, please make all of Block 442, M1-6A)

As a proud 85-year-old Union construction company, any redevelopment of our property would create Union jobs. We respectfully request that the DCP consider this feedback as well as explore options for including residential uses in the IBZ as part of the rezoning efforts. By doing so, we can create a more resilient and adaptable Long Island City that benefits all stakeholders.

Thank you for your consideration.

Bill Jessop, CFO
National Acoustics Holdings, Inc.
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Long Island City, NY 11101

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September 10, 2024

Hon. Daniel Garodnick
Director
New York City Department of City Planning
120 Broadway
New York, NY 10271

Re: Draft Scope of Work, Long Island City Neighborhood Plan (CEQR Number 25DCP001Q)

Dear Director Garodnick:

We represent ZDJ Vernon LLC, the owners of the property located at 45-40 Vernon Boulevard (Block 26, Lot 4)(the "Property"). The Property is an L-shaped parcel with frontage on Vernon Boulevard, 46th Avenue, and Anable Basin. We are writing to request that the Department include the Property within the rezoning area under the Long Island City Neighborhood Plan.

The Property is the only parcel that fronts on Anable Basin and is not included within the proposed rezoning area. Like other parcels fronting on Anable Basin, the Property is currently zoned M1-4. A variance was granted in March, 2023 to allow the construction of a 22-story residential building with ground floor commercial use. The development includes the re-use of the four-story Paragon Paint building that fronts on Vernon Boulevard. Our client is proceeding with the development of the variance building, and is on a very expedited construction timeline so that it can complete the building in order to qualify for the tangible tax credits of the State's Brownfield Cleanup Program. In addition, an application for a City Planning Commission Chairperson certification pursuant to ZR 62-811(c)(Waterfront public access and visual corridors) has been filed and is under review by the Department.

Despite the fact that our client fully expects to complete the variance building, we are requesting that the site be included in the rezoning area in the event that some unforeseen problem arises that prevents construction of the project currently underway. If construction does not occur as anticipated, the Property, as currently proposed in the rezoning, would remain M1-4 – which would not allow for residential use and could result in either an extended period of vacancy or a development that is

incompatible with the City's vision for the area. However, if the Property is included in the rezoning, and the variance building is not constructed for some unforeseen reason, a new residential development could proceed, in accordance the City's rezoning. We also believe that including the Property within the M1-6A/R9 zoning district that is proposed for all other sites with frontage on Anable Basin would allow for a much more consistent zoning map, as opposed to the current proposal where the M1-4 designation would be an anomaly.

We appreciate the opportunity to comment on the scoping document, and we look forward to working with City Planning on the proposal.

Sincerely,

James P. Power

ARTEGO
11-17 43rd Avenue
Long Island City, NY 11101

September 13, 2024

Dear esteemed members of the Department of City Planning,

As a long-term stakeholder in Long Island City, I have witnessed firsthand the evolution of this vibrant community. My family established a successful transportation business here in 1988, and my own journey began with the purchase of my first apartment on Thompson Avenue in 2006—one of the few residential developments at the time. We are now proud owners of a contemporary art gallery that support local artists in Long Island City.

Over the years, I have seen LIC transform from a gritty industrial hub into a lush neighborhood, rich with open spaces, small businesses, and a sense of community.

The revitalization of our waterfront and Court Square has been remarkable. These areas exemplify a successful live/work environment that benefits families and businesses alike.

While I commend the efforts of the DCP and Council Member Won for their commitment to implementing much-needed changes to our rapidly evolving neighborhood, I urge you to ensure that these changes are applied thoughtfully across *all* study areas within the One LIC Neighborhood Plan.

I and many stakeholders request DCP to consider expanding this residential vision into the Industrial Business Zone (IBZ), in addition to its proposed plan for higher commercial density. This region, designated as an M-zone, has remained largely unchanged since the 1960s, retaining its industrial characteristics without the necessary infrastructure—sanitation, landscaping, security, or street lighting.

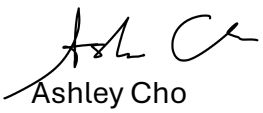
Despite the ambition of a few pioneering businesses in the IBZ, many struggle due to a lack of foot traffic and visibility. The recent foreclosures of properties like the Z Hotel and Steinway Storage underscore the challenges faced in this area, which residents and business owners have aptly described as a "bald spot" in LIC.

Incorporating residential zoning alongside industrial and manufacturing uses in the IBZ is essential for revitalization. Residents will attract businesses, creating a symbiotic ecosystem that fosters growth and prosperity. A mixed-use zoning strategy in the IBZ will significantly enhance the One LIC Neighborhood Plan, ensuring its success and sustainability.

I, along with many fellow business owners along 43rd Avenue, strongly advocate for the integration of housing within the IBZ. Upholding the outdated single-use M-zoning will hinder progress, leaving businesses to continue struggling in isolation. The needs of our community have evolved, and so must our zoning policies.

Without expanding residential options into the IBZ, the One LIC plan risks being ineffective. I appreciate your attention and consideration of this important opportunity for our community's future. Thank you.

With hope,



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September 11, 2024

Via E-mail [25DCP001Q_DL@planning.nyc.gov]

Stephanie Shellooe, AICP, Director
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor, New York, New York 10271

Re: 10-01 45 Road (Block 50, Lot 1)
45-27 Vernon Boulevard (Block 49, Lots 1, 5, and 44)
Long Island City Neighborhood Plan Draft Scope of Work

Dear Ms. Shellooe:

We are land use counsel to DH Vernon LLC and FPR Property Holdings LLC in connection with the referenced properties, which they own in Long Island City. The two entities are under common control and are collectively referred to herein as "DH Vernon." This letter provides comments from DH Vernon on the Draft Scope of Work for the Long Island City Neighborhood Plan, dated July 12, 2023 (the "DSOW").

Background

The DH Vernon properties comprise two Projected Development Sites within the Project Area[1], located on the east side of Vernon Boulevard across from Anable Basin. One of the sites, identified in the DSOW as Projected Development Site 10, is a single tax lot (Block 50, Lot 1) fronting on Vernon Boulevard between 45 Road and 45 Avenue (the "North Block Site"). The other site, identified as Projected Development Site 7, consists of three tax lots (Block 49, Lots 1, 5, and 44) fronting on Vernon Boulevard between 46 Avenue and 45 Road (the "South Block Site"). The South Block Site is located directly to the south of the North Block Site across 45 Road.

DH Vernon has long-standing ties to the Long Island City community. The entities have owned the North Block Site and the South Block Site for approximately 60 years. For the first 25 to 30 years of that period, an affiliate of DH Vernon operated its family-owned business, a beverage distribution company, on the properties. The business then relocated to another site in Long Island City, 50-01 2nd Street (Block 11, Lot 3), where it continued to operate with approximately 200 employees until 2008. For the past 30 to 35

[1] Capitalized terms used but not defined herein have the meaning given to them in the DSOW.

years, the North Block Site and South Block Site have been leased to other businesses, including, in the case of the North Block Site, the New York Blood Center.

DH Vernon is in support of the Long Island City Neighborhood Plan. The entities share the vision of building on Long Island City's status as a Central Business District, its proximity to public transit, and its prominent waterfront to create an integrated, mixed-use community with more housing and enhanced open spaces. This letter describes a requested modification to the City's proposal that DH Vernon believes would serve this vision more effectively.

The City's Proposal

As noted above, the DSOW contemplates that the DH Vernon properties will be redeveloped following the adoption of the proposed rezoning under the Long Island City Plan. It identifies the North Block Site as Projected Development Site 10 and the South Block Site as Projected Development Site 7.

According to the DSOW, the North Block Site is proposed to be rezoned to a paired M1-3A/R7X district to a depth of 100 feet from Vernon Boulevard, and to a paired M1-2A/R6A beyond 100 feet from Vernon Boulevard. It would also be mapped within the Special Long Island City Mixed Use District (LIC), which would be expanded under the proposed actions. The M1-3A/R7X(LIC) district regulations would allow a maximum FAR of 6.0, and a maximum building height of 145 feet, for residential and mixed-use buildings (subject to MIH regulations). The M1-2A/R6A(LIC) district regulations would allow a maximum FAR of 3.9, and a maximum building height of 95 feet, for residential and mixed-use buildings (subject to MIH regulations). Under the proposed zoning set forth in the DSOW, the North Block Site would have approximately 20,000 sf of lot area in the M1-3A/R7X(LIC) district and approximately 60,000 sf of lot area in the M1-2A/R6A(LIC) district. These lot areas would generate a total of approximately 354,000 sf of floor area for utilization in a new residential or mixed-use development.

The South Block Site is proposed to be rezoned to a paired M1-3A/R7A district to a depth of 100 feet from Vernon Boulevard, and to a paired M1-2A/R6A beyond 100 feet from Vernon Boulevard. The South Block Site, too, would be located in the Special Long Island City Mixed Use District (LIC). According to the DSOW, the M1-3A/R7A(LIC) district regulations would allow a maximum FAR of 5.0, and a maximum building height of 125 feet, for residential and mixed-use buildings (subject to MIH regulations). The regulations of the proposed M1-2A/R6A(LIC) district are as described above with respect to the North Block Site. Under the proposed zoning set forth in the DSOW, the South Block Site would have approximately 20,000 sf of lot area in the M1-3A/R7A(LIC) district and approximately 5,000 sf of lot area in the M1-2A/R6A(LIC) district, but the provisions of Article VII, Chapter 7 (Special Provisions for Zoning Lots Divided by District Boundaries) of the Zoning Resolution would allow the M1-3A/R7A(LIC) regulations to be applied to the entire zoning lot. The total lot area of 25,000 square feet would generate approximately 125,000 square feet of floor area for utilization in a new residential or mixed-use development.

Of the multiple planning goals articulated in the DSOW, there appear to be two that drive the City's proposal for these sites. First, the DSOW is explicit as to the City's goal of generating new, diverse housing with a significant affordable component. Second, the

proposed zoning districts for the larger Project Area reflect an urban design goal of facilitating taller, higher-density development along the waterfront, particularly around Anable Basin, and stepping down to lower-density development in the areas to the east and south. The North Block Site and the South Block Site are proposed to be mapped within slightly higher-density residential districts than other areas to the east and south, presumably because of their location directly across from the eastern end of Anable Basin—at the end of a natural visual corridor from points west, and adjacent to anticipated high-density development under the City's proposal. This setting establishes an appropriate context for larger building forms that integrate with the waterfront tower forms and accommodate more housing, while providing the desired scale transition to lower-density upland areas.

Proposed Modification

DH Vernon supports the general concept behind the City's proposal, including the two planning goals described above. However, DH Vernon believes that the specific proposal for these two sites does not go far enough, and that the sites present an opportunity to pursue those goals more strategically.

The North Block Site and the South Block Site occupy a truly unique location within the Project Area, at the intersection of Vernon Boulevard and the visual corridor that will be formed by Anable Basin and the anticipated high-density development along the Basin's waterfront. This location provides a rare opportunity to produce a substantial amount of mixed-income housing through higher-density zoning, with bulk controls designed to ensure that the built forms on the blocks respect the surrounding context. Specifically, we suggest that the City's proposal be modified to incorporate the following actions:

- A rezoning of the North Block Site to a paired M1-5A/R8 district to a depth of 150 feet from Vernon Boulevard, and to ta paired M1-3A/R7X district beyond 150 feet from Vernon Boulevard. The M1-5A/R8 district would allow a maximum FAR of 7.2, and the M1-3A/R7X district would allow a maximum FAR of 6.0; and

- A rezoning of the South Block Site to a paired M1-3A/R7X district, allowing a maximum FAR of 6.0.

The foregoing proposal is illustrated in the attached development study by FXCollaborative (the "FXC Study"). As shown in the FXC Study, the proposed modifications would allow the North Block Site to be developed with a total of approximately 516,000 square feet of floor area, and for the South Block Site to be developed with approximately 150,000 square feet of floor area. The total allowable floor area of 666,000 square feet would exceed the projected floor area under the City's proposal by approximately 187,000 square feet—equivalent to approximately 236 additional residential units. Separate from the proposed zoning districts, the proposed text for the Long Island City Special District could potentially incorporate tailored bulk regulations to facilitate the desired transition in scale across the sites, *e.g.*, by allowing

taller maximum building heights along Vernon Boulevard and by limiting building heights along the midblocks.[2]

More generally, the proposed modifications would achieve the following goals:

- Produce more housing, including affordable dwelling units.
- Create an appropriately scaled "end cap" to Anable Basin, including the anticipated public access area at its eastern end. (See FXC Study)
- Maintain an appropriate east-west transition from the high-density waterfront to the medium-density upland community, by allowing higher building heights on this portion of Vernon Boulevard than at the midblock. (See FXC)
- Create a north-south transition along Vernon Boulevard, with building heights stepping down from the North Block Site to the South Block Site, to meet the lower-density context to the south. (See FXC Study)

Thank you for your consideration of these comments. We would be happy to discuss them further at the Department's request.

Sincerely,

Elise Wagner

Elise Wagner
Partner

Attachment

[2] The illustrative massing shown in the FXC Study assumes (i) modifications to the maximum building heights listed in Table 1 of the DSOW and (ii) a modification of Section 77-22 of the Zoning Resolution to allow a greater amount of a zoning lot's allowable floor area to be allocated to the wide street frontage. These modifications could be implemented through the text of the Special Long Island City Mixed Use District.



DCP DRAFT ZONING PROPOSAL (DSOW)

North Block: QN Block 50 Lot 1 | Zoning: M1-3A / R7X & M1-2A / R6A
South Block: QN Block 49 Lot 1,5 & 44 | Zoning: M1-3A / R7A & M1-2A / R6A

	Lot Area	Zoning District	FAR	Flr Area
North Block	20,000	M1-3A/R7X	6.00	120,000
	60,000	M1-2A/R6A	3.90	234,000
Total North Block	80,000			354,000
South Block	25,000	M1-3A/R7A	5.00	125,000
Total All Blocks	105,000		4.56	479,000



PROPOSED MODIFIED ZONING

North Block: QN Block 50 Lot 1 | Zoning: M1-5A / R8 & M1-3A / R7X
South Block: QN Block 49 Lot 1,5 & 44 | Zoning: M1-3A / R7X

	Lot Area	Zoning District	FAR	Flr Area
North Block	30,000	M1-5A/R8	7.20	216,000
	50,000	M1-3A/R7X	6.00	300,000
Total North Block	80,000			516,000
South Block	25,000	M1-3A/R7X	6.00	150,000
Total All Blocks	105,000		6.34	666,000

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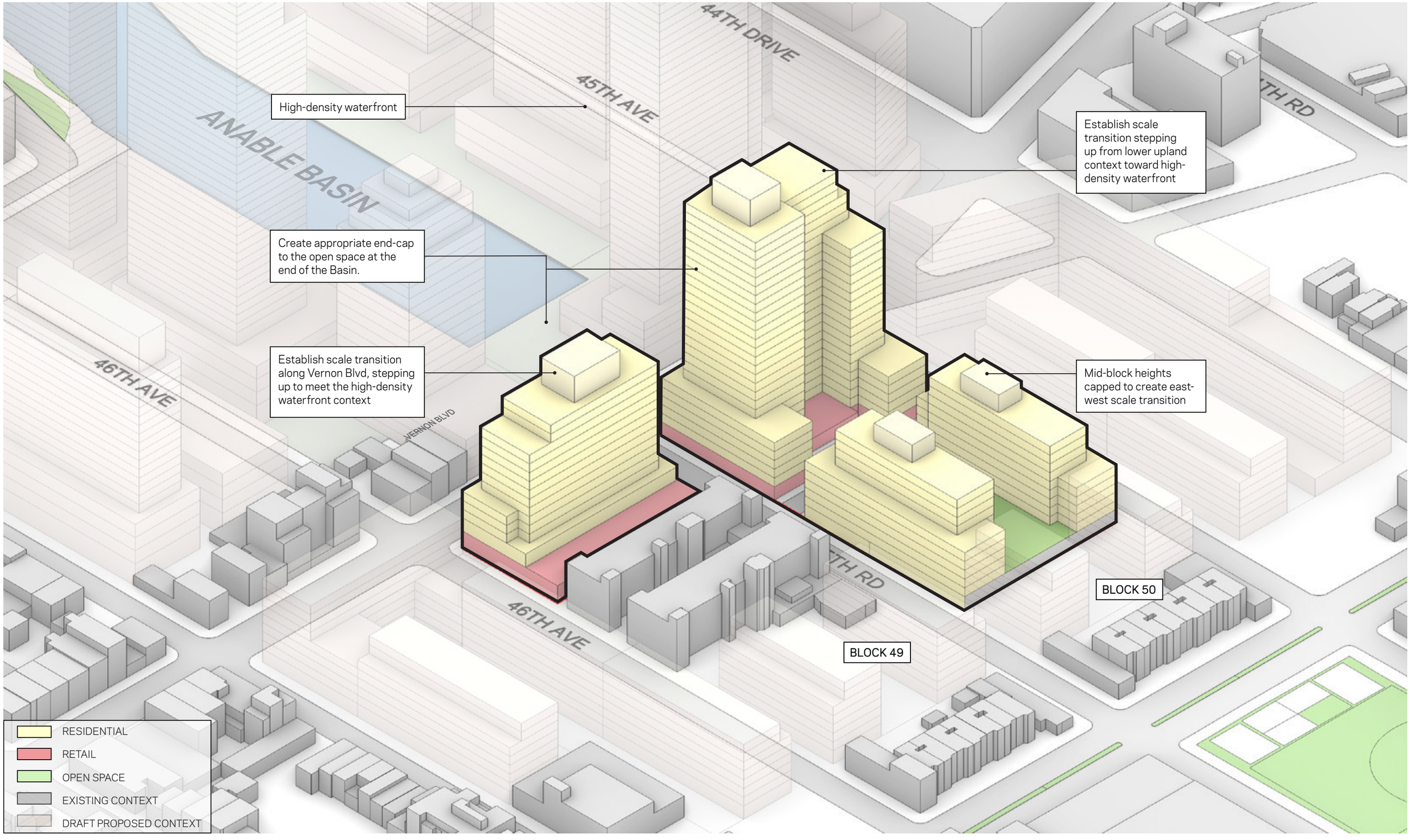
FLOOR AREA CALCULATIONS

PRELIMINARY DRAFT - FOR DISCUSSION PURPOSES ONLY

fxcollaborative



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ILLUSTRATIVE MASSING

PRELIMINARY DRAFT - FOR DISCUSSION PURPOSES ONLY

fxcollaborative

Mega Contracting Group, LLC
48-02 25th Avenue, Suite 400
Astoria, NY 11103

September 13, 2024

Stephanie Shellooe, Director
NYC Department of City Planning
Environmental Assessment and Review Division
120 Broadway, 31st Floor
New York, NY 10271

Re: Long Island City Neighborhood Plan and Related Actions
Draft Scope of Work for an Environmental Impact Statement
CEQR No. 25DCP001Q

Dear Ms. Shellooe:

I am writing on behalf of Mega Contracting Group, LLC to provide comments on the Draft Scope of Work for an Environmental Impact Statement for the Long Island City Neighborhood Plan and Related Actions dated July 12, 2024 (the "DSOW"). Mega Contracting Group, LLC is a stakeholder within the area of the proposed Long Island City Neighborhood Plan (the "Plan"). As longtime owners, as well as developers and general contractors active in Long Island City, we are invested in the future of the neighborhood and strongly support the Plan's goals to spur housing creation, including affordable housing, develop waterfront open space, and create new jobs.

Despite stating that "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 Purpose and Need section of the DSOW alludes to maintaining the City's policy of not rezoning manufacturing districts located within IBZs to permit residential use while neglecting to provide any meaningful discussion as to how that policy would frustrate the objectives of the proposed Plan.

Several of our properties are located within the IBZ and are currently occupied by vehicle storage and parking uses. While the Plan proposes the mapping of new manufacturing zoning

Mega Contracting Group, LLC
48-02 25th Avenue, Suite 400
Astoria, NY 11103

districts (i.e. M1-4A, M1-5A, and M1-6A) within the IBZ to increase flexibility, this is not enough to revitalize the IBZ and manufacturing sites will continue to remain underutilized, vacant, or occupied by low-job generating uses. Additionally, the significant increase in population density in the surrounding area has made maneuverability within and access to the IBZ challenging for manufacturing users.

For the reasons outlined above, and in order to fully realize the Plan's goals of creating new housing and jobs, we respectfully request that the Purpose and Need of the DSOW be expanded to consider the possibility of locating residential development within appropriate areas of the Long Island City IBZ.

Respectfully,



Mega Contracting Group, LLC

Outlook

[EXTERNAL] ONE LIC copy of testimony

From Jessica Sechrist <jessica@hunterspointparks.org>
Date Thu 9/12/2024 1:02 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

Some people who received this message don't often get email from jessica@hunterspointparks.org. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to phish@oti.nyc.gov as an attachment (Click the More button, then forward as attachment).

I'm Jessica Sechrist, Executive Director of the Hunters Point Parks Conservancy and a Long Island City resident.

As the neighborhood's primary parks group, our mission is to support and advocate for the green spaces and waterfront of Long Island City and to ensure the parks remain an indispensable asset to the community.

We thank Council Member Won and the Department of City Planning for starting a comprehensive community planning initiative rather than approaching individual properties on a case by case basis, as the Conservancy feels this is the best and most effective way to both address the neighborhood's current needs, as well as plan for its sustainable growth in the decades to come.

Our organization can attest to the incredible benefits that have resulted from the 20+ acres of new waterfront parks that have been built over the past three decades. I particularly applaud the efforts of DCP and Councilmember Won to invest in existing parks and deliver new open space along the waterfront and in the core that are high-quality, resilient, sustainable, accessible and designed to meet the needs of an expanding community.

In addition, this planning process also provides an unprecedented opportunity to address the many longstanding infrastructure needs of our neighborhood, ranging from sewers to transportation to school capacity. I encourage the use of green infrastructure approaches in its efforts to mitigate some of the challenges facing the neighborhood. This includes ensuring waterfront access that extends the resilient design features from Hunter's Point South Park to help protect the waterfront from the effects of climate change. It also includes additions like bioswales and treepits in the IBZ, which can help mitigate flooding during rain events, lower the impact of the urban heat island effect, and make the walk between Queensbridge and the other areas of LIC much more welcoming. It is particularly important that increases in hardscape and impermeable surfaces are balanced with rain mitigation measures given flooding from NYC's archaic sewer system.

Lastly, we support the Long Island City Neighborhood Plan's objectives to protect existing affordable housing and generate significant new housing, including affordable housing that serves diverse types of households and family needs. We feel it is essential that new housing is matched by

increased green spaces in addition to sewer upgrades and transportation enhancements, as our neighborhood currently ranks near the bottom for green spaces per capita. We support a focus on affordable housing, and feel it is essential that residents in affordable units have access to essential infrastructure like parks and accessible transportation.

--

Jessica Sechrist (she/her)
Executive Director
Hunters Point Parks Conservancy
www.hunterspointparks.org
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m: 607.427.7089

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September 13, 2024

Re: Long Island City Neighborhood Plan – Draft Scope of Work

Dear Chairperson and Commissioners,

I applaud the Department for its innovative and forward-thinking vision for the future of Long Island City.

As counsel representing SB Vernon, LLC, a stakeholder at the property designated Block 24, Lot 1, I am providing this comment to identify an opportunity to adjust the proposed zoning map amendment to promote the goals of the Long Island City Neighborhood Plan. Under the proposed zoning map changes outlined in the Draft Scope of Work, the block bounded by 44th Drive, Vernon Boulevard, 45th Avenue and 5th Street (Tax Block 24) would be zoned in a M1-5A/R8 district. The block's location and context, however, make it an ideal site for a M1-6A/R9 district, which could yield more housing and waterfront open space. The EIS should evaluate this additional opportunity.

A M1-6A/R9 district on this block would be more fitting within the overall plan. Both the block directly to the south of Block 24 and the block one both north are proposed M1-6A/R9 districts. The same district designation is especially apt for Block 24 given its location at the intersection of two wide streets, 44th Drive and Vernon Boulevard. Because Vernon Boulevard is a major thoroughfare that bounds every other waterfront block from Anable Basin to the Ed Koch Queensboro Bridge, it is logical to create a consistent framework for this stretch west of Vernon Boulevard inclusive of Block 24. To create a consistent framework, the zoning text should allow zoning lots on Block 24 to be eligible for a floor area bonus if the owner of an adjacent waterfront property commits to add additional waterfront open space on its property equal to what the Block 24 zoning lot would generate.

With this change, development on Block 24 would be more in scale with—and serve as a transition to—the anticipated adjacent development at Anable Basin. On the site of Block 24, Lot 1 alone, the change would result in approximately **35 additional units of housing**, including affordable housing, furthering the goal of the Neighborhood Plan to generate significant new housing serving diverse households. And the change would result in an increase of **4,336 square feet of waterfront open space** at Anable Basin—a unique feature of the shoreline that merits a substantial waterfront esplanade with space for a variety of programs.

Please let us know if you have any questions or would like to discuss.

One New York Plaza, New York, New York 10004—1980
T: +1.212.859.8000 *friedfrank.com*

We thank you for your consideration.

Sincerely,



Melanie Meyers

TESTIMONY FOR THE LONG ISLAND CITY (LIC) NEIGHBORHOOD PLAN

Waterfront Alliance, an alliance of more than 1,100 organizations, businesses, and individuals, is the leader in waterfront revitalization, climate resilience, and advocacy for the New York-New Jersey Harbor region. Waterfront Alliance is committed to sustainability and to mitigating the effects of climate change across the region's hundreds of miles of waterfront. We are a leading policy advocate on climate resilience and public access to the waterfront. Our mission is to help build, transform, revitalize, and protect accessible waterfronts for all communities. We thank the New York City Department of City Planning and Council Member Julie Won for the opportunity to submit this testimony, and to present our recommendations.

The waterfront is the flagship site in nearly every community, and it should thrive. Waterways and coastlines can flourish with recreation and commerce. Riverfronts can reflect the vitality and diversity of communities that surround them and can teem with life. Our waterfront parks can protect us from the next century's climate hazards. The opportunities and benefits of great waterfronts are endless. Even seeing open water can improve mental health. Yet, the challenges of designing waterfront sites are profound and the stakes are high. The LIC Neighborhood Plan provides a once-in-a-lifetime opportunity to design a waterfront for this unique community.

Waterfront Alliance uses its WEDG® (Waterfront Edge Design Guidelines) tool as an assessment for waterfront projects. WEDG is the gold standard nationally for environmentally sound, resilient, and accessible waterfront sites. Nearby Hunters Point South was one of the first projects to earn approval ("Verification") through WEDG; other East River sites continue to utilize the standard. **We, first and foremost, request that all development along the Hunters Point North study area waterfront, whether public or private, pursue WEDG Verification.**

WEDG establishes rigorous criteria and assesses projects across 143 performance measures intended to maximize the value of the site for the community. In the engagement sessions for this plan, we heard community members express deep concerns around stormwater management, community access to public open space, respecting environmental justice concerns, and flood protection. WEDG sets a high bar for each of those, and importantly, exceeds the existing requirements in place from NYC agencies. This community's waterfront, which is currently fenced off and blocked by old industry, represents its greatest potential asset, if developed thoughtfully and equitably.

Waterfront Alliance developed WEDG with input from hundreds of environmental activists, professional engineers and landscape architects, community advocates, and regulatory professionals to develop criteria that could be applicable across communities. **In 2019, Queens Community Board 2 passed the "WEDG Resolution" supporting the use of enhanced planning and design standards like WEDG on waterfront development within its jurisdiction.**

WEDG's three key principles of waterfront design-resilience, ecology, and access at the water's edge-align well with the four organizing principles of resiliency, equity, balance, and connections that define the LIC Coalition's Hunters Point North – Vision Plan for Resiliency.

Waterfront Alliance's project reviews through WEDG are in-depth and technical. While we would welcome the opportunity to review projects that emerge from this plan through the WEDG criteria formally, our testimony offers guidance that we see as critical for aligning the overall LIC Plan with WEDG principles.

Sense of Place

Hunters Point North is a unique neighborhood built within a beautiful regional landscape, with a long history and diverse uses over time that shaped the waterfront that we see today. Writing this next chapter in the story of the place will require sensitivity to social and environmental conditions, as well as a deep understanding of the future hazards and opportunities before us. WEDG's Category 0; Site Assessment and Planning requires a deep dive into the characteristics of each site, beyond what a typical regulated environmental assessment would contain in important areas like environmental justice. Meeting these standards will help identify and preserve the benefits of existing areas of opportunities, such as the ecosystem potential of 'Lake Vernon', and provide design guidance for site-specific hazard mitigation. While WEDG does not seek to replace regulatory review, it represents a complement and supplement to the regulatory process, pushing projects to provide more ecological or resilience benefits than regulations typically require.

WEDG does not address land-use and zoning; those are decisions that should be the purview of the local community. WEDG focuses on ensuring that whatever projects are built, public or private, are built to the highest standard and reflect the best possible outcomes for the community.

Parks and Open Space

Across the U.S. and New York City, waterfronts are converting from derelict manufacturing and warehousing to mixed-use and residential spaces. More people are seeking waterfront views despite increasing storm risk, and industries like offshore wind are bringing new life to sleepy ports offering new job opportunities and climate hope.

Currently, nearly 90% of the 62 acres of open space within the context area lies along the waterfront of Hunters Point South Park, Gantry Park, and Queensbridge and Baby Parks. These waterfront parks flank the study area to the north and south, providing beloved destinations for recreation, solace from heat and noise of the city, habitat for our fellow species, and resiliency measures for flood mitigation. Within the study area, however, Hunters Point North's waterfront presently provides no public waterfront open space to members of the community. **Community recommendations have focused on unlocking the waterfront potential between Queensbridge Park and Anable Basin and connecting with the**

vibrant Gantry State Park public waterfront parks and open spaces. We agree. Water is a gathering space; across millennia the water has drawn humanity to its edge. The waterfront should be alive.

NYC's Department of City Planning has requirements for waterfront public access that dictates critical components for new developments such as continuous shore public walkways with a minimum width and Waterfront Access Plans where developers must create open space at the waterfront. While an important starting point, these are intended to ensure that the waterfront does not remain walled off, but they fall short of ensuring the creation of exceptional public spaces worth visiting. WEDG criteria for community access and connections to the waterfront drive projects to prioritize improvements to the waterfront that offer benefits to the community. We require more of the site to be publicly accessible (20% at minimum for mixed-use and residential development). We assess whether projects are designed to incorporate health and wellbeing elements, affordable amenities and programming, wayfinding, and educational components to the site.

WEDG also promotes nature-based shorelines and ecological components that are rare in private real estate developments. WEDG approaches promote natural shorelines, wetlands, and habitat spaces similar to what can be seen at Hunters Point South.

Climate Adaptation and Resilience

During the engagement process, the LIC community requested that the City plan for long-term coastal protection, that they ensure that future projects are responsive to local priorities and conditions including sea level rise, explore a range of stormwater management strategies and pursue strategies that reduce the urban heat island effect and keep residents safe from extreme heat. They also highlighted the importance of promoting soft shorelines where feasible and utilizing existing tools to reduce the vulnerability of new and existing buildings to current and future coastal flooding.

We agree that climate resilience will be critical for each site within the study area. Approximately half of the study area lies within today's 1% annual chance flood event (100-year storm), and portions of the site lie within the 0.2% annual chance flood event (500-year storm). We also know that these percentages significantly underestimate the risk posed by climate change that has already occurred. Risk will only grow in the future with sea-level rise and more intense coastal storms. WEDG standards to protect against coastal flooding exceed the city's Appendix G standards for requirements and require that designs account for a moderate-high or higher sea-level rise estimation. We call for further increased freeboard (additional height) for projects with risk factors like the presence of homes, areas within the Limit of Moderate Wave Action (LiMWA), and areas where continuous access is important.

Critically, while regulatory requirements are intended to protect the project site, WEDG prioritizes *community* flood resilience. Projects must demonstrate in the process how they are providing flood

resilience protection beyond the site line and contribute to broader community floodplain management strategies.

Similar standards exist for stormwater management. Indeed, stormwater management is the most highly valued design component within WEDG. WEDG expects projects to exceed regulatory requirements on the amount of stormwater that they can manage. Similar to coastal protection that contributes to broader community resilience, WEDG's stormwater assessment asks projects to identify benefits beyond the property line including managing additional stormwater from offsite to reduce community flooding. We also push projects to use green infrastructure to retain stormwater which has been identified as a key area of concern for the community.

Closing

Zoning changes could improve the future conditions along the waterfront, which currently do not provide public access along the East River waterfront. How these projects are designed will be key to the success of the new waterfront and set the stage for social and environmental change. WEDG is particularly valuable in communities that have faced environmental injustice whether its roots are in industrial pollution or inadequate flood protection. WEDG sets targets around community benefits and flood protections to ensure that existing environmental justice communities are honored and have the tools to influence design. Throughout the public access components of the standard, projects are required to demonstrate how they utilized community input in the design. These measures encourage projects to go above and beyond what building codes or other regulatory requirements set as a minimum, which require projects to do no harm; while WEDG implores projects to add positive value and correct historic wrongs. WEDG also recognizes the fluidity and connectivity of waterfront dynamics, rewarding sites that create benefits reaching beyond individual property lines to benefit the community and the landscape as a whole.

Waterfront Alliance recognizes the incredible potential for connecting each future resilient waterfront site of Hunters Point North together, and with those of Hunters Point South, Queensbridge Park, and other waterfront parks in Astoria. WEDG provides guidance not just for each site to maximize its potential, but also rewards excellence in connecting these benefits together across site boundaries through habitat corridors, view corridors, and public access, and educational programming. Meeting these standards will help grow the impact of each individual project, increasing the resiliency and vibrancy of not just Hunters Point North waterfront, but the entire Queens waterfront, and LIC neighborhood.

We sincerely thank you for the opportunity to share these thoughts and for your commitment to sustainable, just, and resilient waterfront spaces across New York City.

Outlook

[EXTERNAL] Testimony

From Maeve Ives <mives@baronprop.com>
Date Fri 9/13/2024 11:54 AM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Good afternoon, my name is Maeve Ives and I'm representing the Baron Property Group who has owned land in Long Island City for more than 20 years. We care deeply about the neighborhood and our neighbors and are very excited about the opportunity created by the Long Island City Neighborhood Plan.

Long Island City is one of New York City's greatest gems. The neighborhood is blessed with incredible diversity of population and business types; creativity that rivals any neighborhood in the world; and wonderful proximity to the water and to every form of transportation. But any visitor to the neighborhood can also see that it has long lacked a coherent land use strategy. Single family homes abut commercial properties, and industrial areas do not blend properly with residential. Further, the neighborhood still has strides that it needs to make to prepare and protect itself from the impacts of climate change.

As a property owner near the waterfront, we see remarkable opportunity to provide the affordable and mixed-income housing that New York City desperately needs, but also a unique chance to add open space for recreation. And just as importantly, we know that with proper planning and cutting edge environmental science we can ensure that any new development makes for a more resilient Long Island City.

Finally, we'd like to stress just how pleased we are by the comprehensive nature of this planning effort. This process is not simply about bringing a more rational land use policy, but rather is an opportunity for all stakeholders to advocate for the resources that will make the most meaningful change in the years to come. Improving resiliency; rethinking the best use of publicly owned buildings and spaces; considering what's best for the local businesses that have stuck with the neighborhood through thick and thin; all of these factors have been key to getting us to this point.

We are grateful for the City Council and the Administration's efforts to date and strongly support your work to complete the rezoning in line with the neighborhood plan's vision.

Maeve Ives
Head of Asset Management
Baron Property Group, LLC
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Comments by Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
New York City Department of City Planning
Long Island City Neighborhood Plan Scoping Meeting
CEQR No. 25DCP001Q
September 11, 2024

My name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. The New York City Department of City Planning is proposing a series of land use 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).

As the housing and climate crises grow by the day, NYLCV supports the land use objectives of the Long Island City Neighborhood Plan. This includes investing in existing parks and delivering new open space along the waterfront and in the core that is high-quality, resilient, sustainable, and accessible; enhancing connectivity with multi-modal transportation, improving safety for pedestrians and bikers, and improving logistics for deliveries, loading zones, and truck access; and planning for a more resilient and sustainable Long Island City by addressing existing challenges, planned development, population growth, and climate change.

This area of LIC has seen exponential residential growth in the past decade, so we are encouraged to see more affordable housing and waterfront access being planned for this transit-rich neighborhood with access to multiple subway and bus lines, the NYC Ferry system, and LIRR. The city has estimated that this plan would produce 14,000 units of housing (25-30% affordable), add 7 to 9 acres of new resilient waterfront open space, create several thousand new jobs, add new schools, improve parks and NYCHA communities. In addition to the zoning, the City will be identifying potential capital projects and new programs for the neighborhood.

As DCP continues to develop his plan, we encourage the City to center equity and environmental justice when planning for this area. According to NYC Mayor's Office of Climate and Environmental Justice EJNYC Mapping Tool, a large part of the LIC plan is considered an environmental justice area (the City identifies environmental justice areas using the State's definition of disadvantaged communities (DAC)). Given this area's proximity to industry and traffic, we hope the City takes a holistic approach to combating past environmental injustices and planning for current and future climate change threats.

NYLCV strongly supports the proposed waterfront open space along the East River, in addition to the modification of 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 modified WAP would also require more robust elevation requirements to create a more resilient waterfront, ensuring the waterfront is accessible in the long term. We support developing a continuous, raised shoreline combined with green and gray stormwater management strategies to combat sea level rise, coastal flooding, and sewer backups. NYLCV also supports equitable access to the LIC waterfront by developing a continuous walkway and greenway that would connect Gantry Plaza State Park to Queensbridge Park, which is heavily used by NYCHA Queensbridge residents, who have experienced a disproportionate environmental burden given the power plant next door. Ultimately, NYLCV hopes the City will continue working towards a connected greenway in Queens, especially with the NYC Ferry stops along the East River. Lastly, NYLCV echoes the recommendation of our partner, Waterfront Alliance, calling for the plan to include the Waterfront Edge Design Guidelines (WEDG) for any projects along the LIC waterfront.

NYLCV is encouraged that the City will identify potential capital projects and new programs for the neighborhood. More specifically, we hope the City will identify capital funding for stormwater management projects such as long-delayed investments in the sewer system and green infrastructure, and by upgrades to our subway stations.

Moreover, as advocates of building decarbonization, we encourage DCP to include evaluations in this scoping plan of how to decrease building emissions in the study area via projects like thermal energy networks (TENs) and rooftop and canopy solar. Thermal energy networks provide efficient and affordable clean energy heating and cooling to entire neighborhoods through a shared network of water pipes that transfer heat in and out of buildings.

Lastly, we support DCP's proposal to improve LIC's local transportation network and public realm. LIC's existing road network, dating from 100 years ago, has to balance the needs of pedestrians, cyclists, trucks and suppliers. Planning and upgrading LIC's streets will encourage walkability, improve the daily quality of life for businesses, residents, and visitors, in addition to improving local air quality. We encourage the City to continue installing protected bike and bus lanes, which should work in tandem with the NYC Streets Plan.

Thank you for the opportunity to comment.

TESTIMONTY TO THE ONELIC PLANNING COMMITTEE FROM JACOB A. RIIS NEIGHBORHOOD SETTLEMENT

SEPTEMBER 13, 2024

On behalf of the board, staff, and participants of Jacob A. Riis Neighborhood Settlement, and particularly on behalf of the thousands of Queensbridge Houses residents who are our neighbors, I am proud to submit the following recommendations related to the OneLIC planning process. One of the primary areas of the process relates to community facilities and services, and one the oldest and most essential of these facilities is the Queensbridge headquarters of Jacob A. Riis Neighborhood Settlement, located on what residents call “the Hill,” the heart of the Queensbridge Houses, the largest public housing development in North America. For almost 75 years, this building has served as a community hub, a public square and a nexus for services including a senior center, after-school and workforce development programs for children and youth, English language classes and ancillary programs for new New Yorkers, and enrichment activities for residents from birth until well into old age. With time and this storied history, however, come wear-and-tear and the need for additional expansion to adapt to a growing and changing community.

Key to our ability to meet this growing need are four key capital projects, as follows:

1. Expansion of the community center by building up- adding additional levels above the gymnasium that would houses studios, classrooms, community spaces, consultation areas and offices;
2. Expansion of the rear entrance to the building that leads into the Queensbridge Riis Senior Center, allowing for a more comfortable, welcoming environment, and most importantly, the installation of a reception and security desk;
3. The complete redesign and restoration of our immigrant services offices located just adjacent to the community center.

Riis Settlement is an equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities.

4. Renovation and new equipment for Riis Settlement's computer lab.

In addition to overall expansion of the Center, there are numerous vital repairs and restorations that are essential to the provision of services and life-changing community-building activities which should be conducted in a physical environment that is welcoming, affirming, adaptable and safe. These include:

- Complete renovation of the Older Adult Center and NNORC offices;
- Installation of security cameras throughout all of Riis's Queensbridge facilities;
- Installation of a new, high-quality gym floor;
- Improvements to our industrial kitchen including a new stove and stainless steel surfaces and backsplashes;
- Replacement of tile flooring throughout the facility;
- Sprucing up of the Older Adult Center dining room including tiling, windows and walls.

The residents of Queensbridge deserve a community center that they can be proud of. Living in public housing should not mean being forced to utilize substandard community space that demonstrates lack of respect for those who rely on it. We urge the planners of OneLIC to keep the needs and aspirations of the residents of Queensbridge in mind when finalizing its recommendations and expansion and enhancement of Riis Settlement's facilities will be key to that endeavor. I thank you for your consideration.

Christopher Hanway, Executive Director

Riis Settlement is an equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities.

Scoping for Long Island City Neighborhood Plan

Comments in support of a revised scope for the LIC Neighborhood Plan

September 12, 2024

Thank you Director Garodnick and the Department of City Planning for the opportunity to share comments in support of a revised scope for the Long Island City (LIC) Neighborhood Plan. My name is Andrew Fine and I serve as the Policy Director of Open New York. Open New York is an independent, grassroots, pro-housing nonprofit with an active membership in Queens and in Long Island City, in particular.

New York is in a dire housing crisis, and the underutilized, western parts of Long Island City provide an unusual and fantastic opportunity to create a thriving and diverse community in a transit-rich neighborhood immediately adjacent to the economic heart of Manhattan.

The current scope is headed in the right direction. It will explore substantial increases in residential capacity in many parts of the study area, which would also require the inclusion of permanently affordable housing on every site – something that was sorely lacking in other, earlier rezonings in Long Island City. The scope also explores significant improvements to the waterfront, which would provide world-class amenities to the public, including the nearby residents of Queensbridge Houses. Finally, the scope highlights the potential impact of climate change on this waterfront neighborhood and ensures that resiliency improvements will be studied to serve both existing and future residents.

We recommend that the scope adds two additional components, so the public can understand their potential impact. First, residential possibilities are not included in the scope in a large portion of the study area between 44th Road and the Queens Plaza South. While protecting manufacturing jobs is an important goal of the plan, we believe that the mixed-use zoning that was implemented in the Gowanus Special District could be a beneficial option for this area, allowing both residential and manufacturing to thrive together.

Second, the final scope should pay particular attention to the conditions that may or may not be imposed on the redevelopment of the City-owned sites in the project area. For example, the feasibility of and timeline for building new housing on the City sites will greatly depend on the amount of affordability that will be required, and



whether the City will be able to dispose of an antiquated office building currently occupied by the Department of Education, or whether the City will have to spend substantial funds to maintain it.

Thank you for pushing this important initiative forward, and we look forward to supporting this process as it unfolds.

Kramer Levin

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September 13, 2024

Via E-mail [25DCP001Q_DL@planning.nyc.gov]

Stephanie Shellooe, AICP, Director
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor, New York, New York 10271

Re: Long Island City Neighborhood Plan
Plaxall Comments on Draft Scope of Work

Dear Ms. Shellooe:

We are land use counsel to PLAX BL25 LLC, PLAX BL26 LLC, and PLAX BL27 LLC, affiliates of Plaxall, Inc. (collectively, "Plaxall"), in connection with properties that Plaxall owns in Long Island City. This letter provides Plaxall's comments on the proposed land use actions described in the Long Island City Neighborhood Plan Draft Scope of Work, dated July 12, 2024 (the "DSOW").

Plaxall, a family-owned business, has deep roots in the Long Island City community. The company was founded by Louis Pfohl, a pioneer in the plastics industry, and his wife, Pauline Mathis Pfohl, in Long Island City over 75 years ago. The plastics business was successful, and the family soon began investing in local property. Today, a third generation of family members manages nearly 1 million square feet of space. Plaxall has cultivated a community within its properties, working with commercial and light manufacturing tenants that reflect Long Island City's vibrant mixed-use community, as well as providing financial support and space for local community groups. Plaxall also proudly supports local businesses and civic organizations through the Mathis Pfohl Foundation and, in several cases, active Board membership.

The Plaxall properties within the Project Area[1] include waterfront properties along the north and south sides of Anable Basin, on Tax Blocks 25 and 26, and properties located across the street from Tax Block 26, on Tax Block 27. (See attached map.) Plaxall shares the City's long-term vision for a thriving, inclusive, prosperous, and resilient Long Island City, and is in support of the proposed new planning framework to facilitate mixed-income residential and mixed-use development in the area. Our comments are intended to suggest ways in which the current proposal can be refined to achieve these goals more effectively.

[1] Capitalized terms used but not defined herein have the meaning given to them in the DSOW.

As described in greater detail below, our comments relate to (i) the proposed zoning districts for Tax Block 27, (ii) the required approvals for certain school allowances described in the DSOW, (iii) a proposed expansion of the proposed school allowances to apply to other community facility uses, and (iv) a proposed mechanism for transferring floor area between blocks that would be adjacent but for the presence of an intervening street.

1. Block 27

The DSOW states that Tax Block 27, excepting the easternmost portion on Vernon Boulevard, is proposed to be rezoned to a paired M1-5/R8 district within 100 feet of 5th Street and to a paired M1-3A/R7A district within the midblock. The rezoned area would also be mapped within the expanded Special Long Island City Mixed Use District (LIC). The zoning for the portion of the block that is located within 100 feet of Vernon Boulevard would remain unchanged.

Within the portion of the block that would be rezoned to M1-5/R8(LIC), residential and mixed-use buildings would be subject to a maximum FAR of 7.2 and a maximum building height of 215 feet. Within the portion of the block that would be rezoned to M1-3A/R7A(LIC), residential and mixed-use buildings would be subject to a maximum FAR of 5.0 and a maximum building height of 125 feet. Our understanding is that this proposed zoning is intended to facilitate development that, in its massing, achieves a transition from the anticipated higher-density development around Anable Basin to Vernon Boulevard and points east.

Plaxall appreciates the urban design considerations that underlie the proposal for Tax Block 27. However, Plaxall believes that the proposed zoning unnecessarily limits the allowable density on the block and misses an opportunity to facilitate the production of additional mixed-income housing units. To address this deficiency, we recommend that the portion of the block that is currently proposed to be rezoned to an M1-3A/R7A district also be rezoned to an M1-5A/R8 district, and that the portion fronting on Vernon Boulevard that is currently excluded from the proposal be mapped in a paired M1-3A/R7A district and in the expanded Special Long Island City Mixed Use District.[2] The proposed zoning districts are shown in the attached diagrams prepared by FX Collaborative.

This proposed zoning would further the City's goal of producing more mixed-income housing units while respecting the City's urban design considerations. The proposed M1-5A/R8 district would allow a maximum residential FAR of 7.2, and the proposed M1-3A/R7A district along Vernon Boulevard would allow a maximum residential FAR of 5.0, generating a total maximum residential floor area of approximately 820,000 zoning square feet across the block. This amount of floor area equates to approximately 1,053 total mixed-income housing units—or approximately 380 more than what could be built under DCP's current proposal as reflected in the DSOW. Further, the framework would continue to support the City's goal of achieving a stepped massing from Anable Basin to surrounding areas, as the proposed Special District text could incorporate height restrictions for the eastern portions of the block.

[2] Plaxall owns three parcels on Block 27 located on the west side of Vernon Boulevard. These are Lot 2, Lot 3, and Lot 4.

2. Approval framework for school allowances

The DSOW states that the Neighborhood Plan will create a "CPC Authorization to allow for the exemption of school floor area and modified bulk under certain conditions throughout the Special District." Plaxall supports the concept of using zoning regulations to facilitate the provision of schools within the proposed Special District, but believes that this approach can be even more effective with two changes.

First, the exemption of the school from floor area should be as-of-right, without any requirement for a CPC Authorization or other approval. Floor area exemptions are routinely reviewed and approved by the Department of Buildings as part of the agency's ministerial permitting process. There is nothing about a floor area exemption for a school that requires special review, or the exercise of discretion, by CPC. We note that, as of today, the Zoning Resolution allows as-of-right floor area exemptions for schools within five different special purpose districts,[3] as well as within Waterfront Access Plan BK-1.

Second, bulk modifications that are able to be described with precision in the text and directly attributed to the provision of a school—such as a specified increase in the applicable maximum base height and/or maximum building height—should be allowed on an as-of-right basis without any further CPC approval or, at most, by certification by the CPC Chairperson.[4] A specified height increase need not involve an exercise of discretion where the basis for the increase is clearly described in the text. By way of example, the regulations of Article VI, Chapter 6 (Special Regulations Applying Around Mass Transit Stations) provide for an as-of-right height increase of 10 to 20 feet where a transit volume is provided. *See* ZR § 66-234. Similarly, the height and setback regulations applicable to residential and mixed-use buildings establish height increases for buildings that satisfy requirements relating to ground floor conditions and/or the provision of affordable housing. *See* ZR §§ 23-662, -664.

3. Expansion of school framework to other community facility uses

The above framework for facilitating the development of schools through an exemption of floor area can, and should, be applied to recreation centers and other community facility uses that have been identified as community needs. Such an expansion of the proposed framework would encourage the provision of new community facility uses throughout the Project Area—a desire that numerous community members have

[3] These districts are the Waterfront Area Parcel 5d within Waterfront Access Plan BK-1 (ZR § 62-351(d)); the Special Hudson Square District, Subdistrict A (ZR § 88-311); the Special Hudson Yards District, Subdistrict F (ZR § 93-225), the Special Downtown Brooklyn District, within a specific C6-9 district (ZR § 101-21); the Special Stapleton Waterfront District, Subareas A and B1 (ZR § 116-22); and the Special Gowanus Mixed-Use District (ZR § 139-214).

[4] The DSOW already contemplates a "CPC chair certification to allow for the modification of height restrictions within the Special Long Island City Mixed Use District following verification that said modifications would not pose a hazard to air navigation." The proposed allowance for schools could be as of right or could be incorporated into this mechanism.

expressed during multiple community engagement processes over the past several years.

The Zoning Resolution's Use Groups, which were recently reorganized under "City of Yes for Economic Opportunity," lend themselves to such an approach. The proposed community facility allowances could be restricted to uses that are listed under "Other Institutions and Facilities" within Use Group III(B). To the extent that the Department wishes to refine the category of eligible community facility uses, it could do so through the Special District text.

4. Floor area transfer mechanism

The DSOW characterizes the Long Island City Neighborhood Plan as a "long-term vision." The proposed actions contemplate varied development over a long period of time and rely upon significant infrastructure investments.

The long time horizon for development under the LIC Neighborhood Plan introduces the possibility that the desired uses and density on a given development parcel will shift over time. To preserve flexibility and facilitate efficient growth, an as-of-right mechanism should be incorporated into the Special District text to allow floor area to be reallocated between blocks that are adjacent but for the presence of an intervening street. The mechanism could incorporate appropriate geographic parameters, limitations on the amount of floor area transferred, and/or other bulk controls to ensure that the resulting development is consistent with the City's urban design goals.

Plaxall would be pleased to discuss these comments further with the Department's staff.

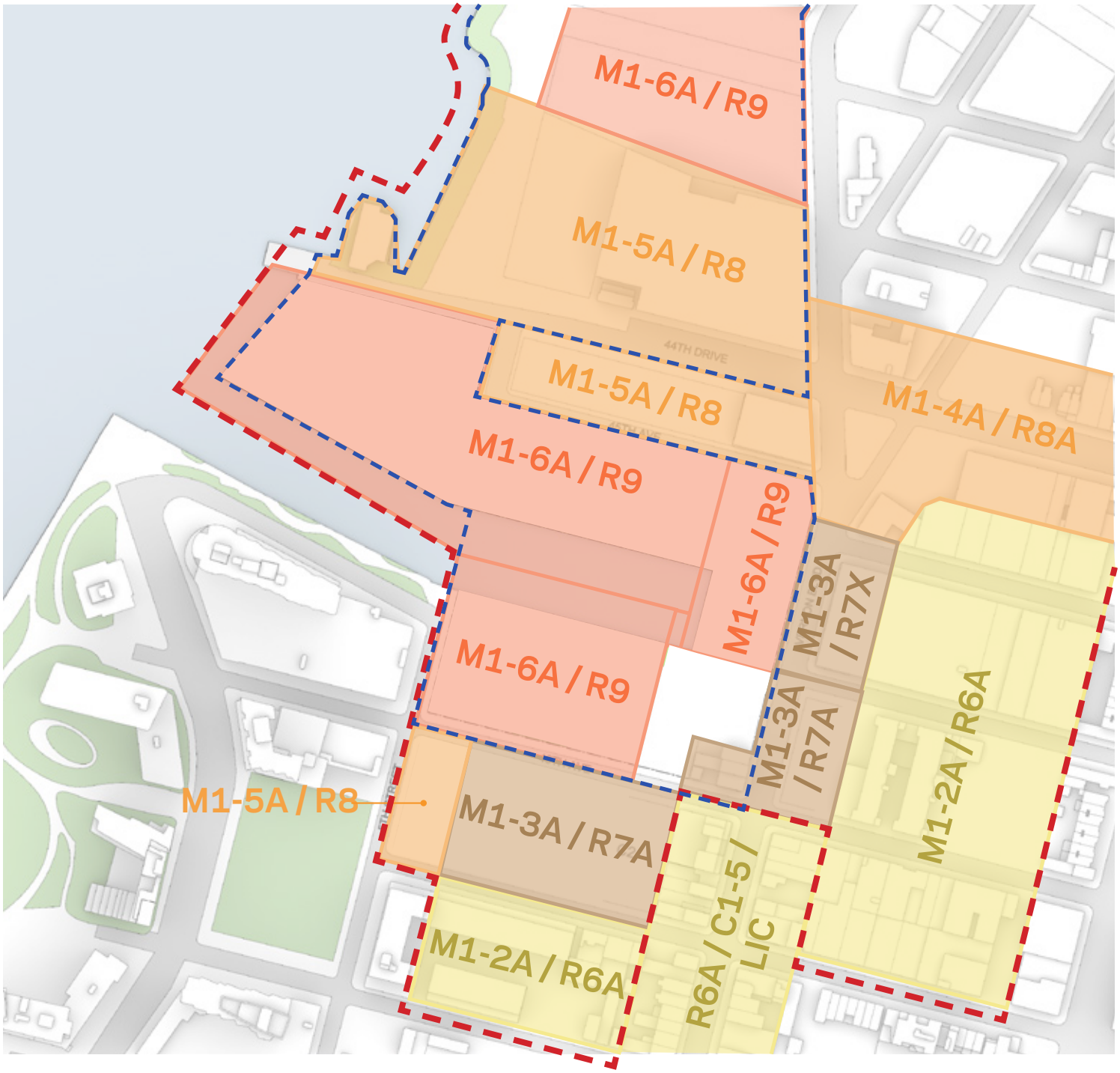
Sincerely,

Elise Wagner

Elise Wagner
Partner

Attachment

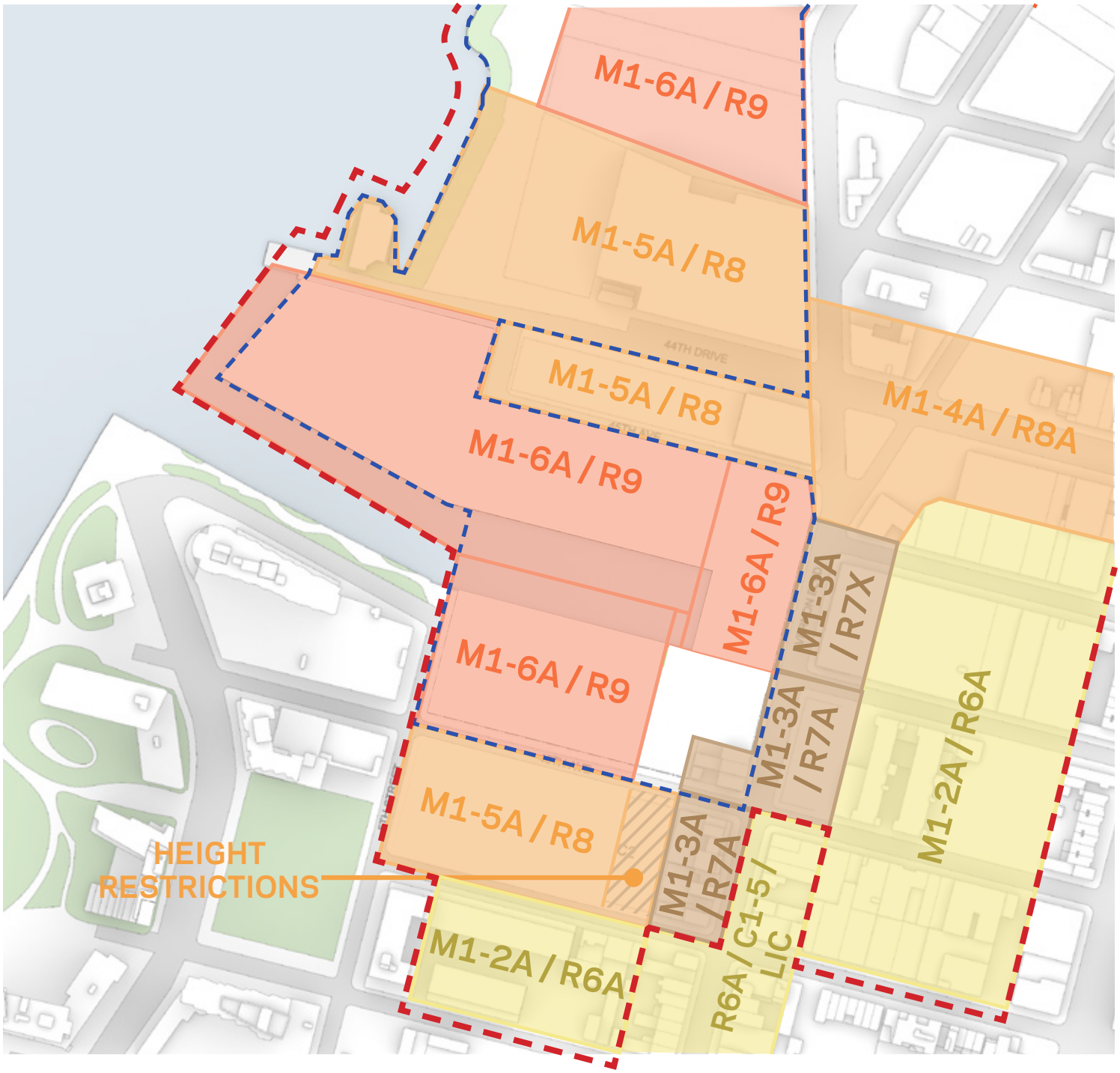
DCP DRAFT ZONING PROPOSAL - WATERFRONT & SOUTH



- M1-6A / R9
- M1-5A / R8
- M1-3A / R7A-X
- M1-2A / R6A
- Study Area
- Waterfront Access Plan (WAP)

PRELIMINARY DRAFT - FOR DISCUSSION PURPOSES ONLY

REVISED DRAFT ZONING PROPOSAL - WATERFRONT & SOUTH



- M1-6A / R9
- M1-5A / R8
- M1-3A / R7A-X
- M1-2A / R6A
- Study Area
- Waterfront Access Plan (WAP)

PRELIMINARY DRAFT - FOR DISCUSSION PURPOSES ONLY

To: Daniel Garodnick, Chair, NYC Department of City Planning

CC: Genevieve Michel, DCP Chief of Staff
Hye-kyung Yang, Queens DCP
Lara Merida, Queens DCP
Anatole Ashraf, CB 2 chairperson
Councilwoman Julie Won
State Senator Kristen Gonzalez
State Senator Zohran Mamdani
Congresswoman Nydia Velasquez

The Western Queens Community Land Trust (WQCLT) respectfully requests changes to the scope of the Long Island City Neighborhood plan. Specifically, we request that the CEQR process reflect not just the proposed action scenario laid out by DCP but also, as part of an alternative "with-action" scenario, two community-informed plans for sites on the Anable Basin waterfront: the Western Queens Community Land Trust's proposal for the DOE building at 44th Drive and Vernon Blvd and the Hunters Point North Vision Plan for Resiliency.

We continue to have broad concerns about the displacement and environmental impacts of adding more mostly unaffordable housing to Long Island City, which is one of the most overdeveloped and unaffordable areas of Queens. But we have particular objections to rezoning the four public sites on Anable Basin for high-rise mixed-use residential purposes. Anable Basin is directly in a flood zone, and is a terrible place to build large towers. We already see that TF Cornerstone's new building at Hunters Point South is being affected by rising waters, and that they are requesting permission to build additional flooding protections. We are not opposed to building 100% deeply affordable housing on public land, such as on Parcels D and E at Hunters Point South, if environmental assessment adjudges these parcels to be safe. However, the experience of 2-20 and 2-21 Malt Drive demonstrates that high-density construction on the western Queens waterfront is risky and unpredictable in ways that may not be economically sound. We thus strongly believe that the scope of work for the EIA should reflect broad community support for alternative uses on the four publicly-owned sites on Anable Basin.

We are also strongly in favor of rapidly bringing back online the 213 empty apartments in Queensbridge and Ravenswood houses.

Our view is that DCP's Long Island City Neighborhood plan cannot be a community-informed plan unless the Environmental Impact Study evaluates the potential impact of existing locally-driven plans aimed at securing sustainability and prosperity in LIC. Accordingly, we request:

1. That Site 67 (the DOE building site) be exempted from the proposed high-rise mixed use designation. This designation would run counter to the Queensboro People's Space (QPS) proposal, and would likely affect the direction of any RFP for that site. Do not rezone Block 489, lot 1- the QPS building -- for M1/5a-R8.This would mean a with-action scenario in the Environmental Impact Assessment in which that parcel is zoned for a mix of manufacturing and community facility uses.
2. That other publicly owned sites on Anable Basin (Sites 63 and 69) also be exempted from the high-rise mixed use designation. These sites are environmentally inappropriate for dense building, and should be converted to public parkland and an elementary school, as laid out in the Hunters Point North Vision Plan for Resiliency.
3. That the EIA study the impacts of employing the DCP's new manufacturing district, M-CORE, in the Long Island City IBZ.

To repeat, we are requesting that both the WQCLT's proposal for the DOE building at 44th Drive and Vernon Blvd and the Hunters Point North Vision Plan for Resiliency be considered as part of a "with-action" scenario in the EIA under CEQR. We would also like the new M-CORE designation studied as we believe Long Island City would be a perfect place to map it for the first time. We respectfully point out that all these actions are in line with the goals of DCP's Long Island City Neighborhood Plan. The QPS proposal and the M-CORE option are in line with the Proposed Action's objective to *support existing businesses and the creative community, increase local job growth, and improve access to diverse, quality jobs and training*. The Hunter's Point North Vision Plan for Resiliency is consistent with the goal to plan for *a more resilient and sustainable Long Island City.*

Respectfully,

Western Queens Community Land Trust

Outlook

[EXTERNAL] Business Owner and Real Estate Owner Testimonial (13-06 Queens Plaza South)

From Romain Aubanel <romain@court16.com>
Date Fri 9/13/2024 10:25 AM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Good morning,

My name is Romain AUBANEL, and I am the COO of Court 16, and co-owner of the building located at 13-06 Queens Plaza South, in the
Industrial Business Zone (IBZ) area of Long Island City.

In 2018, we created Court 16 and have been operating since then LIC's first family tennis and racquet sports club in Long Island City. We have been blessed with a vibrant community and feel extremely fortunate to be part of the lives of so many LIC families and other LIC businesses.

We would like to thank the Department of City Planning for their efforts in updating the zoning regulations and for considering the Long Island City Neighborhood Plan. The proposed changes
represent a significant step forward in fostering growth and development in our community, and I appreciate the opportunity to voice my perspective on this critical issue.

We support the rezoning plan objectives to create new housing, generate job opportunities, and enhance Long Island City's mixed-use character. The proposed changes will increase residential density, boost foot traffic, and stimulate the local economy. These enhancements are vital for our authentic mixed-use
neighborhood. It's essential to include increased sanitation and police presence to ensure our streets, green spaces, and public areas are safe and meet the needs of our growing vibrant community.

We 'd be happy to consider building more housing units on our property and further expand our services to LIC families, with more space, new amenities and creative programming.

We are at your disposal for any questions, and thank you for reading our voice.

Best regards,

--
Romain Aubanel
COO & Co-founder



court16.com
718-875-5550
Instagram: @court16tennis
Facebook: @court16tennis

Outlook

[EXTERNAL] Public Comment LIC Neighborhood Plan

From Rose Tilley <rose@charneycompanies.com>
Date Fri 9/13/2024 4:23 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hello,

Please see the public comment below from Sam Charney, President, Charney Companies.

Thank you!

I am writing to express my thoughts on the proposed Long Island City (LIC) Neighborhood Plan. As a business owner and stakeholder in this vibrant community, I am particularly encouraged by the plan's strong emphasis on housing creation.

The inclusion of almost 14,000 homes, many of which are affordable, is a significant and much-needed step towards addressing the housing crisis in our area. Ensuring that LIC remains an inclusive and accessible neighborhood for all residents is crucial, and this plan takes meaningful strides in that direction. Affordable housing is the cornerstone of a thriving community, providing stability and opportunities for individuals and families from diverse backgrounds.

Moreover, the plan's approach to integrating new housing with commercial spaces and public amenities will create a more cohesive and dynamic neighborhood. By fostering a mix of residential, commercial, and recreational spaces, the plan not only addresses the immediate need for housing but also enhances the overall quality of life for residents, workers and visitors.

I am also pleased to see the commitment to improving waterfront access and enhancing the public realm, which will complement the new housing developments and create a more connected and vibrant community. The investment in parks and open spaces, along with strategies to enhance connectivity and pedestrian safety, are essential for the well-being of current and future New Yorkers.

I would like to commend the city for its extensive outreach to the community and the deliberate incorporation of feedback collected throughout this process. This inclusive approach has ensured that the plan reflects the diverse needs and aspirations of our community.

I urge the Department of City Planning to continue prioritizing housing creation throughout the implementation process. Engaging with community members and stakeholders will be key to ensuring that the plan reflects our collective vision and addresses our housing needs effectively.

Thank you for your consideration.

Sincerely,

Sam Charney

Rosie Tilley
Head of Development

rose@charneycompanies.com
5-26 46th Avenue Suite 2A
Long Island City, NY 11101
O. 718-937-1000
M. 917-882-0047
charneycompanies.com

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This is written testimony for the EARD Scoping Meeting: Long Island City Neighborhood Plan. I have **placed in bold** the specific requests for answers as part of the EIS.

There are 4 parcels of public land currently planned to be rezoned as mixed use, mostly around 44th Drive. Currently, there is a bill being proposed in our city government, as you probably know, that would require any parcel of public land be prioritized for community land trusts and other such groups before it is offered to private development. This bill recognizes the very-real issue we face: our dwindling stock of public land is down to a precious few parcels, and it is imperative, as Article 17 of our NY State constitution demands, that we prioritize those on the lowest rung of the economic ladder first.

Given that mandate, it is unthinkable that the City might even consider giving this land to a private developer, whose main function is to make a profit. In this day and age, NYC cannot treat land as a commodity- it is a public resource, and needs to be considered as such. **I ask that you keep these parcels for the public use.**

Since 2019, Western Queens Community Land Trust has been working with many stakeholder groups and individuals about repurposing the DoE building at 44th Drive into the "Queensboro People's Space." This would address many of the requests that our elected officials and community residents made during the scoping meeting:

- LIC has given the world some of the greatest art and music contributions in the last 50 years, from graffiti and hip hop to rock and pop music- and yet today, those vibrant scenes are long gone, due to the pricing out of artists in the last 20 years.
- Queensbridge residents live in a food desert- they have no access to healthy food in their community. If you walk around that neighborhood, you will see just fast food joints with cheap, unhealthy food for their families. This is unconstitutional.
- immigrant businesses, such as food carts and food trucks, are a vital part of Queens' identity and economy, but they too have been priced out. Metal shops, wood shops, worker co-ops, all of these industries can no longer afford to live and work in Western Queens. We have lost a good part of LIC's industrial strength in the last 20 years.

QPS would meet all of those needs with deeply affordable rentals below anything the current market can provide. The project includes artist studios, recording and practice spaces for youth, black box theaters and dance studios. It calls for a rooftop farm whose food would supply a Food Co-Op on the first floor and Street Vendors, who would also have an affordable space to park their carts and a commercial kitchen for their daily food preparation. This would be a huge economic boost to Long Island City- providing hundreds of real jobs for community members within the 650,000 square foot space. There is no building anywhere in Western Queens that matches the capabilities of this building- certainly not one on a public piece of land. The symbolic and economic benefits of showing not just this city, but this entire country what is possible when elected officials, city agencies and communities work together are immeasurable- but without the support of this vital Neighborhood Plan, this building plan will not make it past the theoretical stage.

We ask that you remove the current DoE building parcel from the rezoning map; by rezoning this land, you are instantly skyrocketing the market price of that land and converting it from a public service to an investment commodity for private development. It would allow an RFP that extends beyond the current scope of this building and into the much more profitable world of housing development, inviting proposals from private developers who recognize the profit potential of such a large space. This is both morally unacceptable and financially irresposible. It would allow the destruction of a perfectly functioning 650K sq ft building built during FDR's WPA era, replacing it with a much less sturdy modern building. The cost of demolition, combined with the cost of relocating the Dept of Ed and of new construction would never come close to justifying whatever modicum of affordable housing that could be built there in its wake. This building must remain standing, remain public, and be put to a use that matches the building's purpose and benefits the community.

Furthermore, the previous EIS done for LIC 20 years ago allowed for the construction of 300 new housing units. In actuality, we built over 10,000 new units, causing massive infrastructure issues that have yet to be addressed. **This new EIS must be accompanied by some form of legally-binding mechanism for accountability**. **Please let us know what legal enforcement mechanism would be given to the community to ensure development adheres to what was promised.** Developers can not be allowed to build beyond the findings of the EIS like it has been doing. Sewers, schools, open space, waterfront flood mitigation- all of this has been ignored, and has left the community with zero trust in our public process. **We demand a concrete form of community power built into the plan in order to stop any overdevelopment that defies the findings of this new EIS.**

Furthermore, we realize the current narrative claims that we are in a housing crisis, and that building homes is our #1 priority. As you pointed out in your opening presentation, LIC's population has increased by 44%, compared to 8% for NYC- showing clearly that housing is not what we need here. But the facts go beyond just LIC. New York City has lost 550,000 residents since April of 2020. During that same time, 102,000 units of new housing have been built that can accommodate approximately 200-300,000 people. Which means that compared to where we were in 2020, we should now have space for possibly 850,000 extra New Yorkers in this city- and yet somehow, the vacancy rate hovers around 2%. Where are all those vacated homes? Despite the facts, the city continues to push a false narrative that we are in a housing crisis. We are clearly not in one- we are in an *affordability* crisis, and I would like the city to address this discrepancy in the EIS findings- **why are we building more housing when our population is clearly in decline? Please explain how the above data justifies the claim for new construction.**

As you well know, housing today is being mostly bought up by wealthy investment firms and wealthy investors who gobble up any new housing stock not as a place to live but as a place to park their money and watch it grow. Between this and warehousing by landlords hoping for higher future profits, you can see why our vacancy rate remains low despite all the overproduction. Despite the narrative most people have bought into about our city, the truth is, more housing will not provide the homes our people need- they will simply provide more assets

for wealthy investors, and drive up the cost of living here for everyone else. That is the true effect of an upzoning.

WQCLT supports building new housing- but only actual affordable housing, the kind MIH is not designed to provide. This neighborhood plan does represent the chance for DCP, EDC, and the Mayor to flip the current way of doing business on its head, to stop serving the developers that have been running the show, and start serving the people that have grown cynical about the public process. **I especially urge you to keep the public parcel at 44th Drive and Vernon Blvd. off the rezoning map, and include the QPS project as an essential component of this neighborhood plan. I also support Long Island City Coalition's waterfront park plan, which does not turn the land between 44th Drive and Queensbridge into a mixed-use, developer-friendly enticement, but preserves it as public space for public good.** Combined, these two community-led proposals serve as a template for the kind of community-led visioning One LIC purports to be. If they are ignored, the city will have to answer to a very unhappy community- the same community that catapulted a leftist bartender from the Bronx into the national spotlight and prevented the largest corporation in America from moving into the neighborhood.

We urge you to do the right thing.

Sincerely,
Memo Salazar
(Co-Chair, Western Queens Community Land Trust, small business owner, and longtime resident.)

SPP Cornerstone
42-38 13 Street
Long Island City , NY 11101
917-406-8881

Department City Planning
120 Broadway
31st Floor
New York , NY 10271

September 7, 2024

Re: 42-38 13 street and 42-33 12 street , Long Island City , New York 11101
Block 459 lot 129 and Block 458 Lot 87

Commissioner Dan Godronick,

I am the owner of the above referenced properties . Kindly review the proposed zoning of M2-3A that is proposed . In your report, we have been designated as a possible development site . To the north the zoning is M1-5A . We should be given the same opportunity as our adjoining neighbors to develop our property to 195 feet.

San Hang Park
SPP Cornerstone .

Outlook

[EXTERNAL] Rezoning Request

From Steven Loi <sloi@bijinhibachi.com>
Date Fri 9/13/2024 4:33 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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To whom it may concern,

I hope you are doing well. I request you consider including **46-18 Vernon Blvd, Long Island City, NY 11101 (Block 27 Lot 1)** in the upcoming rezoning initiative for **Long Island City**. This action would significantly benefit the community and help drive economic growth, improve the quality of life, and support the City's long-term development plans.

We strongly believe that the rezoning of this property would:

1. **Boost Economic Activity**: By allowing for **[e.g., commercial use, mixed-use developments, etc.]**, the property can attract new businesses, create jobs, and increase tax revenues for the City.
2. **Address Community Needs**: The new zoning designation would allow us to better meet the needs of the surrounding community by **[e.g., providing necessary services, creating housing, enhancing public spaces, etc.]**.
3. **Align with City Goals**: Our proposal to rezone this property is in perfect alignment with the City's broader goals of promoting sustainable development and ensuring that underutilized spaces are put to their best use.

We recognize the importance of proper urban planning and the careful balance needed to ensure the interests of the community, business owners, and city officials are respected. We are confident that this rezoning would be a positive step toward achieving these objectives.

We kindly ask for your support and would greatly appreciate an opportunity to present our case further. We are committed to working collaboratively with the City Council and relevant authorities to ensure the best outcome for the community and all stakeholders. We are open to suggestions or modifications to better serve our shared goals.

Thank you for your time and consideration. I look forward to your response and would be grateful for any guidance or next steps you can offer.

Savor Elegance, Taste Tradition: Where Beauty Meets Flavor

Steven Loi
General Advisor
Bijin Hibachi New York
C: 347-878-8214



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The GREATS of CRAFT

CRAFT BEER | COFFEE · WINE · SPIRITS

Good evening,

I am Joseph Schinco, a local business and property owner at 10-15 43rd Avenue, LIC, NY 11101, located within LIC's Industrial Business Zone (IBZ). Thank you for all of your continued efforts to update zoning regulations and considering the proposed Long Island City Neighborhood Plan.

We are local residents in Queens and recently opened our business in Long Island City approximately four months ago. While we love this community, we have experienced first hand the impact current zoning restrictions have on pedestrian flow within the IBZ, greatly impacting business trade. We have also heard from our staff their safety concerns late at night, walking to and from public transportation given the lack of general pedestrian traffic and the dimly lit streets of the IBZ.

As a result, we fully support and urge you to consider higher density rezoning for the IBZ, including residential uses and to include the M1-5 zoning from the north to be extended down to 43rd Ave to include our location, and neighboring properties.

We believe a mixed use neighborhood, a blend of industrial, residential, and retail and commercial help create a cohesive community, one that we aim to be a part of for decades to come.

Thank you for your consideration.

Best,
Joseph Schinco

DOMAIN COMPANIES VOREA

September 12, 2024

BY EMAIL
New York City Department of City Planning
Environmental Assessment and Review Division
Attn: Stephanie Shellooe, AICP, Director
120 Broadway, 31st Floor, New York, New York 10271
25DCP001Q_DL@planning.nyc.gov

Re: Long Island City Neighborhood Plan Draft Scope of Work for an Environmental Impact Statement – 5-20 46th Road Development Site

Dear Ms. Shellooe,

We are writing regarding our proposed zoning solution for 5-20 46th Road (Block 28, Lot 121, 18, 17, 15, 12; collectively, the "Site") and 5-01 47th Avenue (Block 28, Lot 21; together with the Site, the "Zoning Lot") as part of the Long Island City (LIC) Neighborhood Plan. We are excited to be purchasing the site from the Graduate Center Foundation Inc. ("GCF"), an independent not-for-profit that manages and invests donations to the City University of New York (CUNY) Graduate Center, and to develop the Site, which has sat vacant and shovel ready for over a decade.

Recently, GCF explored actions that would have facilitated development of the Site with a 12-story, fully residential building. Our proposal seeks to expand on that concept to improve the Site with student and faculty housing for the CUNY Graduate Center; residential housing, including permanently affordable housing; publicly accessible open space and neighborhood retail – all of which would support the larger efforts of the LIC Neighborhood Plan and the administration's goal of providing "a little more housing in every neighborhood."

Specifically, we are requesting that the midblock portion of Block 28, including the entirety of the Site, be rezoned to an M1-2A/R7X zoning district within the Special Long Island City Mixed Use District and that Lot 21, which is part of the Zoning Lot, be rezoned to an M1-5A/R8 zoning district and that 5th Street between 46th Road and 47th Avenue be treated as a wide street.

Our proposal seeks to balance the need for increased residential and educational facilities with the creation of green spaces and the provision of affordable housing. By implementing these proposed zoning changes, we would be able to provide much-needed outdoor public space that will be accessible to all community members. We believe that integrating open areas will not only improve the quality of life for residents but also foster a sense of community and belonging. We are confident that this approach will support the long-term growth and sustainability of the LIC neighborhood.

We are thrilled that Queen's Borough President Donovan Richards finds our proposal to be compelling and has provided the attached letter of support, stating that the proposed development of the Site would advance his office's priorities and the LIC Neighborhood Plan.

GCF would continue to be involved in this endeavor and anticipates using the net proceeds of the sale of the property to Vorea and Domain to create a stipend for students and faculty housing at the Site as described in their attached letter of support.

We welcome the opportunity to discuss this proposal in further detail as we explore how we can work together to bring these plans to fruition.

Thank you for considering our proposal. We look forward to your feedback and to collaborating on this exciting project.

Sincerely,

The Domain Companies

By: Chris Papamichael
Title: Co-CEO

The VOREA Group

By: Peter Papamichael
Title: Principal

Attachments

cc: Hon. Maria Torres-Springer, Deputy Mayor for Housing, Economic Development and Workforce
Hon. Donovan Richards, Queens Borough President
Hon. Julie Won, Councilmember
Hye-Kyung Yang, NYC Department of City Planning
Vivien R. Krieger, Esq., Cozen O'Connor
Rachel Scall, Esq., Cozen O'Connor

Docusign Envelope ID: D86E8D2C-B6E3-4F79-AD9C-A01BDFB96947

Peter H. Darrow
Chair
The Graduate Center Foundation, Inc.

365 Fifth Avenue
Suite 8204
New York, NY 10016-4309
212.817.7130

September 12, 2024

BY EMAIL

New York City Department of City Planning
Environmental Assessment and Review Division
Attn: Stephanie Shellooe, AICP, Director
120 Broadway, 31st Floor, New York, New York 10271
25DCP001Q_DL@planning.nyc.gov

Re: Long Island City Neighborhood Plan Draft Scope of Work for an Environmental Impact Statement – 5-20 46th Road Development Site

Dear Ms. Shellooe,

The Graduate Center Foundation Inc. (the "Foundation") is an independent not-for-profit entity that manages and invests donations to The Graduate School and University Center of The City University of New York ("CUNY Graduate Center") for use towards institutional priorities such as student housing, career planning and collaborative research, scholarship, stipends and other financial aid. Through our subsidiary, we own 5-20 46th Road (Block 28, Tax Lots 12, 15, 17, 18 and 121, the "Property"), and are in contract to sell the Property to The Domain Companies and The VOREA Group (together, "Domain/Vorea"). We write today in support of the request by Domain/Vorea that the zoning proposed for the Property as part of the LIC Neighborhood Plan be modified to enable its development.

A portion of the Property is a former Brownfields site that completed remediation in 2010 and the balance of the Property was remediated pursuant to an OER-approved remedial action plan (subject to further mitigation during construction). The Property has sat shovel-ready for over ten years.

Over the past two years, the Foundation, in partnership with a developer, spoke with elected officials and agencies at the city and state level to allow development of the Property with a 12-story residential building that would have generated revenue for the Foundation and CUNY Graduate Center, but would not have created student and faculty housing. Despite political support, financial constraints meant that development could not move forward.

Now the Foundation is preparing to sell the Property to Domain/Vorea, a development team with deep development experience in New York and experience developing student housing. Domain/Vorea anticipates transforming the Property

Docusign Envelope ID: D86E8D2C-B6E3-4F79-AD9C-A01BDFB96947

into a mixed-use development containing student and faculty housing that CUNY Graduate Center desperately needs, market-rate and

affordable housing for the general public, local retail and public open space. The net revenue the Foundation would receive from the sale of the Property would be reinvested into the Foundation and CUNY Graduate Center as, among others, housing stipends, ensuring students can afford to live in these proposed accommodations.

We understand that this vision would require a modification to the zoning currently proposed for the Property and its block under the LIC Neighborhood Plan, and fully support Domain/Vorea's request. We appreciate the Borough President's support in this endeavor and hope the Department and the Commission will support our vision.

Sincerely,

THE GRADUATE CENTER FOUDATION INC.

Signed by:
Peter Darrow
FC031C17687F407...

Peter Darrow
Chair

cc: Hon. Maria Torres-Springer, Deputy Mayor for Housing, Economic Development and Workforce

Hon. Donovan Richards, Queens Borough President

Hon. Julie Won, Councilmember

Hye-Kyung Yang, NYC Department of City Planning

Chris Papamichael, The Domain Companies

Peter Papamichael, The VOREA Group

Vivien R. Krieger, Esq., Cozen O'Connor

Rachel Scall, Esq., Cozen O'Connor

DONOVAN RICHARDS
President

CITY OF NEW YORK
OFFICE OF THE
PRESIDENT OF THE BOROUGH OF QUEENS
120-55 QUEENS BOULEVARD
KEW GARDENS, NEW YORK 11424

718.286.3000
www.queensbp.org
info@queensbp.org

August 23, 2024

New York City Department of City Planning
Environmental Assessment and Review Division
Attn: Stephanie Shellooe, AICP, Director
120 Broadway, 31st Floor, New York, NY 10271

Re: Long Island City Neighborhood Plan Draft Scope of Work for an Environmental Impact Statement- 5-20 46th Avenue

Dear Ms. Shellooe:

I write to express my support for the zoning solution being proposed by the Vorea Group and the Domain Companies, in partnership with the CUNY Graduate Center for 5-20 46th Road (Block 28, Lot 121, 18, 17, 15, 12) and 5-01 47th Avenue (Block 28, Lot 2) as part of the Long Island City (LIC) Neighborhood Plan.

The proposal put forth by Vorea and Domain would facilitate much needed student and faculty housing for the CUNY Graduate Center, residential housing — including permanently affordable housing, publicly accessible open space and neighborhood retail.

These improvements to the site advance my priorities as Borough President and align with the LIC Neighborhood Plan.

I am pleased to support this proposal.

Sincerely,

Donovan Richards Jr.
Queens Borough President

General Public

[EXTERNAL] 8/12 Scoping Hearing - Written Testimony

Shibber Khan <sak@criteriongroup.com>

Mon 8/12/2024 1:25 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear Hye-Kyung,

I am glad to see this portion of Long Island City under study by the Department of City Planning. There is great potential here – in light of the fact that City last rezoned Long Island City in 2001 and the result was a transformed community. However, the planning effort must be properly channeled. As both a life-long resident and a developer with an economic stake in the Study Area, I would like to suggest measures that should be taken into consideration during scoping. Below is a list of the most essential items to consider as part of the "Scope" of the Environmental Impact Statement and the Department's review pursuant to the City Environmental Quality Review or CEQR process.

- **Employ the City of Yes initiative's new R11 and R12 zoning districts** in the new high-density mixed use sections contemplated by the Plan. These sections of the Study Area HAVE EXCELLENT MASS TRANSIT SERVICE with access to the F, N, W, 7, E and R trains - and ideally suited for the highest residenial density. I believe this new intiative provides the perfect tool for adding the housing necessary to achieve the Plan's objectives.
- **Make New York City public school space exempt from ZFA calculations.** By incentivizing private landowners and developers to work with the School Construction Authority to provide additional school capacity, this measure will align developer objectives with those of the neighborhood.
- **Make the Study Area a FRESH Zone**. For the creation of truly livable neighborhoods and to avoid "food deserts", proper grocery options must be numerous and sufficinetly sized. The FRESH program is an ideal method of encouraging this, and must be brought to the Study Area before it is built out. By incorporating available FAR bonuses with the above-reference R11 and R12 districts, developers and property owners will be appropriate incentivized to provide this community need.
- **Add building code provisions that raise base building height to 180 feet**. Greater numbers of occupants in a building's base lowers the building's overall construction cost. This will result in a further increase in housing stock for the neighborhood and provide opportunties for flexibity in development and location of community and building amenities in the upper floors of a building's base.
- **Make all bedrooms after two exempt from ZFA calculations.** This will encourage larger unit sizes and promote occupancy from families and long-term residents. There is a dearth of options for family units in LIC and the greater New York Area.
- **Prohibit developers from using ground-level floor area as exclusive building amenities or real estate offices or similar uses that are "unfriendly" to pedestrians**. Turning what should be public-facing retail into residents-only activites disconnects

frontage from the community, deactivating the streetscape. The city must require ground-level uses to be public-facing and community-oriented.

- **Permit "As of Right sidewalk cafes"** allowing small businesses to avoid cumbersome licensing requirements while adding to street activation and vibrancy.
- **Prohibit street-facing parking**. Parking is the single greatest drag on pedestrian connectivity and open space. To accomplish the Neighborhood Plan's objectives, parking must be kept away from the street.

The aims of the LIC Neighborhood Plan are exactly what this area needs. In order to properly ensure they are met, please consider the above measures as part of the CEQR analysis. We would not want these important concepts to be dismissed later as being "out of Scope" so we present them now for your review. Through the right planning policies, residents, businessess, and landlords alike can be aligned in stronger, truly livable Long Island City real.

Shibber A. Khan
shibber@criteriongroup.com
917.287.4868

[EXTERNAL] 8/12 scoping hearing; written comment - Jin Han

Jin Han <jinhym@gmail.com>

Mon 8/12/2024 1:08 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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My name is Jin Han. I was single when I first came here 10 years ago for a job. Now I'm married and expecting a baby in few months. When I was single, it was easier to move from one place to another. However, it has become lot harder with my wife and the baby in her womb. My lease is ending soon, and we need a bigger apartment. I've been searching for one and had no luck yet. It is more difficult than before. Most of the new apartments that we saw were too small and too expensive.

My wife and I used to walk the neighborhood after work every day. That has become harder to do. Somehow, LIC has gotten less and less friendly to pedestrians. We've decided to go somewhere else instead, Midtown or Brooklyn. I believe there are problems with LIC city planning. There are not enough:

- Shops
- Eye-catching storefronts
- Street cafés
- Affordable supermarkets
- Pedestrian-friendly features.

I also commute with CityBike. I always think to myself that I'll have accident one day and be hospitalized. I do not feel safe when I ride a bicycle here.

I am an architect by trade, so I can say confidently that LIC needs more apartments with larger footprints. The zoning is restricting LIC's growth, and making us to live in smaller and smaller cages. If the city finds a way to incentivize developers to build bigger units, the area will mature better.

My wife is a licensed special education teacher; she goes to multiple schools for work. She's seen condition the of LIC schools and knows how difficult it is to raise children in this neighborhood, even more than I do. She is scared and wants to move out of LIC. LIC need more school and better education opportunity for family like us.

Please include the following in the scope of this study:

- Zoning for the greatest density available
- Incentives for larger unit footprints
- More bike infrastructure
- Limits on car traffic
- Construction of new schools

I want to raise my child in LIC. I want to love this neighborhood.

Jin Han

5155209426

[EXTERNAL] 8/12 Scoping Hearing; Written Comment

Francis Shields <frankalones@gmail.com>

Mon 8/12/2024 1:36 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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To Whom It May Concern:

My name is Francis Shields, and I have been living in Long Island City for several years. I am excited that there is a conversation about rezoning portions of LIC, and I have put together the following suggestions:

Increase Housing Density

When I walk through LIC, one of the greatest disasters I see are thousands and thousands of square feet of parking garages. With housing stock limited, particularly larger apartments like two and three bedroom apartments, I feel like we could be doing so much better. LIC has some of the best public transportation in the country, and instead of building more and more parking infrastructure, we should be focusing on building the highest density apartment buildings as possible. Mayor Adams' "City of YES" initiative seems to allow upzoning (increases to R11 and R12 zoning) – we should utilize that to increase housing density.

More Two and Three Bedroom Apartments

My partner and I plan on starting a family soon, and we're worried that there is an extremely limited number of two and three bedroom apartments on the market. Also, the two and three bedroom apartments that exist are very small and very expensive. We should be encouraging developers to build larger units. Furthermore, the more two and three bedroom apartments there are on the market, the more bargaining power a tenant will have. Right now, it's an issue of supply and demand. There is a limited supply, and a growing demand, and that leads to prospective tenants like me paying too much.

Increase Walkability; Decrease Vehicles

I have also noticed that the streets in LIC, particularly in the Hunters Point area, are dead. There are limited first floor shops & retail, and an abundance of vehicle parking and traffic. With the fantastic public transportation options we have, we should be encouraging walkability in our streets instead of a flood of vehicles. Fewer vehicles will lead to opportunities to create open spaces like parks, and certain streets that can be designated for pedestrian and bike traffic.

Expand Waterfront Park

Lastly, we should look at expanding the waterfront park in LIC along the East River. The existing park is great (Gantry Park). We should look at expanding the park from the Anable Basin to Queensbridge park. The waterfront should be enjoyed by all, and the more space the better.

Best regards,

Francis Shields

[EXTERNAL] Aug 12

Marlenestardc <marlenestardc@gmail.com>

Sat 8/3/2024 1:55 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Planning meeting about the waterfront ; I would like to speak and add my comments in opposition to the waterfront proposal connecting

Marlene

[EXTERNAL] City Planning Scoping Meeting for the Long Island City Neighborhood

Jun Huang <jun.h001@yahoo.com>

Wed 8/7/2024 9:16 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Saw a post on the wall for the neighborhood planning, I appreciate if my comments for the Queensbridge Housing are read and considered:

Finally those cars parking on the "grass" land are all tolled, it is good because they really danger people walking on the side. But officials should think of root reasons, rather than just move once when get kicked (complaint).

Working families need to drive out and park home, whereas there are very limited parking space around the Queensbridge Housing, for both on street and NYCHA lot. Before those big thoughts (pool/daycare/community center/store), can you officials and council reps first deal with the parking for NYCHA residents?

If you don't have any idea, there is one from me for free: can you turn the street parking from parallel to head-in/back-in parking for all streets around the Queensbridge Housing? This may occupy some pedestrian sidewalks in fact, but the fact is also that the sidewalks do not need to be 10 feet wide.. Please do something actually good to working class, your reputation will be also benefited by doing this.

[EXTERNAL] comment - Long Island City Neighborhood Plan

Beverly Brown <beverly@beverlybrown.com>

Fri 8/9/2024 1:42 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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The LIC Neighborhood Plan must include a budget for street cleaning. Center Boulevard along the LIC waterfront has no street cleaning, despite being home to thousands of residents; several public schools and adjacent to two extremely popular public parks. When a group of residents approached the city about implementing street cleaning along Center Blvd., the DOT said there was no budget for street cleaning. As more people move to LIC & access the waterfront, the need for basic city services such as street cleaning will only increase. NYC Planning must incorporate street cleaning into the overall plan for LIC.

Thank you.

[EXTERNAL] Comment For City Scoping Meeting 8-12-24

Daniel Taylor <daniel.taylor7@icloud.com>

Thu 8/8/2024 11:53 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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My name is Daniel Taylor and I am writing to submit a question about a proposed plan to clean up and renovate the park area that stretches from 21st Street down to Vernon Blvd under the Ed Koch bridge what was once called The Queensbridge Baby Park. Want to know if this LIC Budget Allocation will include the NYC Park Renovation Project? If further information is needed I can be reached at this email or on my cell phone (347) 495-5811
Sent from my iPhone

[EXTERNAL] Comments to Long Island City Neighborhood Plan

dave@fifthhammerbrewing.com <dave@fifthhammerbrewing.com>

Tue 8/13/2024 11:46 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>
Cc:Angelica Hart <ahart@licpartnership.org>

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Hello,

I am one of the owners of Fifth Hammer Brewing Company, located at 10-28 46th Avenue in Long Island City. My partner, Chris Cuzme, and I have operated our business here since 2017, and we have become a fairly popular gathering place in the neighborhood. The proposed zoning changes, if/when approved, will destroy our business and many others like it. Our landlord is (understandably) eager to reap maximum economic value from his real estate and, to do so, he will develop the property we currently rent into a mixed-use residential building, just like he is currently doing on the corner lot on our block, which he also owns and is already zoned for mixed use.

Try as I might, I unable to delude myself into thinking that our situation — even as it plays out for hundreds of similarly-situated small businesses — will prevent or even delay the inevitable passage of this zoning plan. These zoning revisions will presumably allow for property values, and thereby tax revenues, to be maximized, and nothing will stand in the way of that goal. Nevertheless, I offer this testimony. Cheers to Sweetgreens and Chipotles on every corner.

David Scharfstein
Fifth Hammer Brewing Co.
10-28 46th Avenue
Long Island City, NY 11101
dave@fifthhammerbrewing.com
718-663-2084

[EXTERNAL] EARD Scoping Meeting: Long Island City Neighborhood Plan testimony

Patrick Pavone <ppavone@olmsteadinc.com>

Mon 8/12/2024 3:15 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Good afternoon, my name is Patrick Pavone, and I am a Property Owner in the Industrial Business Zone (IBZ) area of Long Island City.
Firstly, I would like to thank the Department of City Planning for their efforts in updating the zoning regulations and for considering the Long Island City Neighborhood Plan. The proposed changes represent a significant step forward in fostering growth and development in our community, and I appreciate the opportunity to voice my perspective on this critical issue.

I support the rezoning plan's objectives to create new housing, generate job opportunities, and enhance Long Island City's mixed-use character. I am a firm believer that mixed-use neighborhoods are the most resilient and vibrate communities – this was most recently evident during the COVID pandemic adaptations that we all experienced.
The proposed changes go a long way to increase residential density, boost foot traffic, and stimulate the local economy. However, there is an opportunity to create more housing units to help the city meet the growing housing demand by allowing residential to be built in the IBZ. If we exclude the IBZ from the mixed-use model, I can't help but worry the IBZ will not be positioned to grow in step with the surrounding areas that collectively make up the LIC community.
Clearly, it's essential to include increased sanitation and police presence to ensure our streets, green spaces, and public areas are safe and meet the needs of our growing vibrant community. I understand this proposal will also bring more open space, infrastructure and transportation improvements, and attract more investment, benefiting retail businesses and the community overall, including the IBZ.

Throughout the comprehensive community planning process, it was evident that there is a strong desire from the local community to see industrial-residential mixed-use developments in the IBZ area. While my property within the IBZ is a commercial property not apt for residential development, we believe that integrating residential uses into the IBZ will not only support the city's goals of creating more housing units, but also provide a much-needed boost to the local economy and enhance the quality of life for those who work at our building and live in LIC.

The existing IBZ policy aims to protect manufacturing districts, which we understand and respect. However, allowing for a blend of industrial and residential uses creates a dynamic environment where businesses and residents thrive together. When done correctly, both uses can not only co-exist but thrive symbiotically.
The IBZ lies in proximity of two rapidly growing residential areas—Court Square and the Hunters Point waterfront. Naturally, businesses here have evolved to serve local residents, including breweries, cafes, ceramic studios, and gyms. However, many of these businesses are frustrated because the IBZ designation isolates them from the rest of Long Island City. They want residential uses to help make the IBZ area feel safer and more walkable to attract customers and patrons.

I respectfully request that the DCP consider this feedback and explore options for including residential uses in the IBZ as part of the rezoning efforts. By doing so, we can create a more resilient and adaptable Long Island City that benefits all stakeholders.

Thank you for your time and consideration.
Sincerely,
Patrick Pavone
Olmstead Properties, Inc.
43-01 22nd Owner LLC

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[EXTERNAL] I Support the LIC Neighborhood Plan

Bobby Gorrill <bobbygorrill@gmail.com>

Mon 8/12/2024 5:42 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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To Whom it May Concern,

I would like to express my strong support for the Long Island City Neighborhood Plan. This neighborhood rezoning will facilitate a significant increase in the housing stock in a high-demand, high-cost market area. Constructing new housing, both market-rate and income-restricted, is key to alleviating gentrification and displacement pressures in the adjacent neighborhoods of Astoria and Sunnyside. New housing in LIC wil absorb demand that would otherwise manifest in higher-income tenants out bidding lower-income tenants for existing rental units in Astoria, Sunnyside and other nearby neighborhoods. Through the MIH inclusionary zoning program and by leveraging public subsidy on City-owned sites in the rezoning area, the neighborhood plan will foster the development of thousands of new income-restricted, below-market rate units. The provision of subsidized housing is essential to integrating neighborhoods like LIC. Incorporating additional green space and pedestrian/street improvements would substantially increase the livability of LIC too. I urge DCP to continue with this proposal in its current form.

Sincerely,
Bobby Gorrill

[EXTERNAL] LIC Neighbhorhood Plan

Sachi Takahashi-Rial <takahashirial@gmail.com>

Sun 8/11/2024 11:32 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hi DCP,

Given NYC's housing affordability crisis, I support building as many units as possible at all levels of affordability (e.g. market rate, affordable, etc.) in LIC. Allowing as much housing as possible is not only in line with our city's goals for affordability, but also our goals for reducing greenhouse gas emissions since LIC is a transit rich area.

Sachi Takahashi-Rial

[EXTERNAL] LIC Neighborhood Plan

Gary Levinson <gary@jenniierealtynyc.com>
Mon 8/12/2024 3:12 PM
To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Good afternoon, my name is Gary Levinson, and I am a property owner in the Industrial Business Zone (IBZ) area of Long Island City.

First, I would like to thank the Department of City Planning for their efforts in updating the zoning regulations and for considering the Long Island City Neighborhood Plan. The proposed changes represent a significant step forward in fostering growth and development in our community, and I appreciate the opportunity to voice my perspective on this critical issue.

I support the rezoning plan's objectives to create new housing, generate job opportunities, and enhance Long Island City's mixed-use character. The proposed changes will increase residential density, boost foot traffic, and stimulate the local economy. These enhancements are vital for our authentic mixed-use neighborhood. It's essential to include increased sanitation and police presence to ensure our streets, green spaces, and public areas are safe and meet the needs of our growing vibrant community. We hope this plan will also bring more open space, infrastructure and transportation improvements, and attract more investment, benefiting retail businesses and the community overall.

However, there is an opportunity to create more housing units here to help the city meet the growing housing demand by allowing residential to be built in the IBZ.

Throughout the comprehensive community planning process, it was evident that there is a strong desire from the local community to see industrial-residential mixed-use developments in the IBZ area. We believe that integrating residential uses into the IBZ will not only support the city's goals of creating more housing units, but also provide a much-needed boost to the local economy and enhance the quality of life for those who work and live here.

The existing IBZ policy aims to protect manufacturing districts, which we understand and respect. However, allowing for a blend of industrial and residential uses can create a dynamic environment where businesses and residents thrive together. It can lead to more sustainable urban development and help retain the industrial character of the area while meeting the growing demand for housing. If done correctly, the both uses can co-exist.

This section of the LIC IBZ lies between two rapidly growing residential areas—Court Square and the Hunters Point waterfront. Naturally, businesses here have evolved to serve local residents, including breweries, cafes, ceramic studios, and gyms. However, many of these businesses are frustrated because the IBZ designation isolates them from the rest of Long Island City. They want residential uses to help make the IBZ area feel safer and more walkable to attract customers and patrons.

I respectfully request that the DCP consider this feedback and explore options for including residential uses in the IBZ as part of the rezoning efforts. By doing so, we can create a more resilient and adaptable Long Island City that benefits all stakeholders.

Thank you for your time and consideration.

Gary

Gary Levinson
Jennie Realty
44-02 11th Street - Suite 601
Long Island City, NY. 11101
P: 718-729-8787 x230
C: 516-375-7827
gary@jenniierealtynyc.com

[EXTERNAL] LIC Neighborhood Plan - Statement in Support of DCP Proposal

Alexander Schwarz <schwarz_alexander@yahoo.com>

Sat 8/10/2024 2:24 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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The following statement is a written comment for the August 12 City Planning Scoping Meeting for the LIC Neighborhood Plan:

My name is Alexander Schwarz and I am a 15-year Long Island City resident.

NYC has a record-breaking and ever-worsening housing crisis and a critical need for higher density, transit oriented multifamily housing. I am a strong proponent of the city doing everything in its power to get more housing built. NYC must use every tool available to encourage more housing throughout the city.

The LIC Neighborhood Plan provides a framework for reimagining a largely underutilized swath of Long Island City, where transit is abundant, and residents are only one or two subway stops from Midtown Manhattan. These blocks are ideally suited for more housing, at all income levels, and more mixed-use growth. The new housing will help alleviate the housing crisis, encourage more environmentally friendly transit ridership, and strengthen the tax base. I wholeheartedly support the LIC Neighborhood Plan.

Thank you,

Alexander Schwarz

[EXTERNAL] LIC Neighborhood Plan comments for 8/12 meeting

Aaron Bloomfield <aaron.j.bloomfield@gmail.com>
Fri 8/9/2024 10:45 PM
To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear Ms. Shellooe and the LIC Neighborhood Plan team,

People are good. Housing is good. Growth is good.

I am writing to express my strong support for the proposed actions as part of the LIC Neighborhood Plan. I currently live in Jackson Heights but was a LIC resident for five years and still visit the neighborhood frequently.

LIC falls short of its potential given its incredible access to the city and large tracts of undeveloped and underutilized space. This land can find its highest purpose by housing more New Yorkers, providing new parks, supporting small and large businesses, and improving on existing infrastructure. This plan addresses all of these shortcomings.

I am keenly aware of the housing crisis facing NYC. We desperately need leadership, planning, and execution that can overcome the provincial mindset espoused by a loud minority of residents, who prefer to freeze LIC in amber, blocking development that has enabled centuries of NYC dynamism. Housing is connected to everything in the city, and more of it would enable more people and families to thrive, while, as a second-order effect, addressing the city's eye-watering rents and cost of living challenges.

And we should not make the mistake of prioritizing *subsidized* ("affordable") housing at the expense of *more* housing — instead, the LIC Neighborhood Plan should seek to maximize the number of people who will have homes, ideally also including larger units that can accommodate families who help weave the neighborhood fabric.

The LIC Plan can also cement the neighborhood as a destination by further expanding waterfront park access with new green space, restaurants, and retail. Newly amenitized car-free pedestrian malls with tree cover that invite people to explore and relax should replace corridors lined by aging automative and industrial shops. This would put the northern end of LIC on the map.

While the LIC Neighborhood Plan is a great start, we still need more plans of similar ambition to unlock the rest of NYC and realize the potential of a city unconstrained by limited housing. I look forward to this plan proceeding as a model for the future.

Best regards,

Aaron Bloomfield
34-21 80th St, Apt 41,
Jackson Heights, NY 11372

Cell: (646) 872-5196

[EXTERNAL] LIC Rezoning Comment

Darryl Granger <dpgranger@gmail.com>

Fri 8/9/2024 12:01 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hi there,

I am strongly in favor of rezoning this portion of LIC. New York City has a massive housing shortage that is causing rents to skyrocket and putting our poorest and most vulnerable residents at risk.

This is a massive opportunity to turn an under-utilized area into a thriving residential one with up to 10,000 new homes. It's a great location and close to public transit so it makes a lot of sense.

It would be amazing to see this area revitalized and turned into a wonderful community. Thank you for your time!

Darryl Granger
Queens, NY

[EXTERNAL] Long Island City planning

Marlene Dodes-Callahan <marlenestardc@gmail.com>

Sat 8/3/2024 1:53 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I believe the money potentially used to connect Gantry State Park to Queensbridge which is already over burdened by teeming crowds , illegally parked cars, rats and vendors , would be better spent on controlling the proliferation of rats, hiring more people for sanitation, garbage control and the police to make certain that they are on top of dangerous double parking, traffic control, the ramping up of crime and fare evaders on the subways.
If Queensbridge residents want to visit the waterfront in Hunts Point, there are buses or access is easy enough by walking or ferry. It seems another project aimed at degrading what is already being degraded by lack of resources is another way for Julie Won to ignore our pleas for signage to stem the growing problems on the waterfront. While the park closes at 10, the crowds remain well into the late morning hours and contribute to a carnival like atmosphere attracting people to extend their stay in the closed park. Fireworks are brought here going off at 3 am , graffiti is proliferating as well as garbage but sanitation has no availability because vending cars and trucks are parked throughout the night and day. This is a residential neighborhood but we are being treated as if we should not be concerned about how it is shaped for future use. Many of our community oppose this proposal and are affronted that we have not been asked to participate in the planning.

[EXTERNAL] One LIC Neighborhood Plan

Michael Zoorob <mzoorob@gmail.com>

Mon 8/12/2024 5:53 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hello,

My name is Michael Zoorob. I am a resident of Sunnyside, Queens and a member of Queens Community Board 2 (speaking for myself). I was unable to attend today's 2pm scoping meeting as the meeting occured during business hours, when I am working.

I support a rezoning that enables as much housing of all types (market rate, affordable) as possible. Though I am highly supportive of mixed income housing, I do not support "poison pill" affordability requirements that make development infeasible.

As a regular rider of the 7 train, I am not persuaded that new development will unduly burden infrastructure. If anything, new development can finance infrastructure improvements, as we have seen with the MTA elevators paid for by development at the Queensboro Plaza and Queens Plaza stations.

Similarly, robust new development can support infrastructure improvements along the waterfront, including investments to reduce flooding risk and to improve public spaces.

Like most people in Queens, I was not born here. I moved to New York City in search of better opportunities. We need abundant housing so that newcomers can come to New York without pricing out others.

I oppose the prohibition of housing in the IBZ. IBZ zoning is not a productive use of land, and in Sunnyside and Long Island City it has resulted in a proliferation of fairly unpleasant uses: gas stations, car dealerships, and auto body shops - and very few good jobs. If the highest and best use of land is new housing or an office building, we shouldn't use zoning to compel a less productive use of land.

Please propose a rezoning that unlocks as much new housing as possible, including in the IBZ.

Thank you,
Michael Zoorob
4509 39th Pl APT D2 / Long Island City 11104

[EXTERNAL] One LIC written testimony and/or comment submission

Clint Okayama <clint@impactclint.com>

Sun 8/11/2024 4:37 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear NYC planning,

I am out of the city during the One LIC scoping meeting scheduled for August 12th.

Please consider my written comment below as my testimony.

Thank you,
Clint Okayama

_____

The scope of the One LIC ULURP must include analysis of any increased future environmental liability that a rezoning might induce, due to the area's unique positioning along the East River waterfront.

Depending on the day, the East River can flow down to New Jersey or up to Connecticut. It also touches all five boroughs. Any environmental contamination from the One LIC area could lead to extremely costly and long-term adverse health effects for anybody who comes into contact with those shores. This could result in extremely expensive healthcare and liability that could be incurred at the expense of the city and state, as well as any developers.

Furthermore, rezoning could increase the liability of New York City and New York State to New Jersey or Connecticut, and the scope of this ULURP should recognize and analyze this possible future environmental liability. Over the past fifty years, environmental law and culpability has always been retrospective as we discover the lasting effects of environmental contamination - note the permanent and exorbitant costs of the Hudson River PCB cleanup at $1.7 billion, or the inestimable human and financial costs of the Love Canal disaster. These adverse effects were only discovered decades after they were created, after environmental factors due to development and industry were understood better; it seems likely that any waterfront development will likewise lead to future harms that are currently unknown.

Due to the extremity of these harms, and due to the well-documented environmental contamination caused by development based on what little we currently know, the scope of this ULURP must include the evaluation of any possible future environmental harms that a rezoning might promote. ULURPs are the only tool available by which we can conservatively estimate these truly significant harms and liabilities.

[EXTERNAL] Please maximize housing in the LIC Plan

Dan Miller <danbmiller@gmail.com>

Tue 8/13/2024 9:59 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I live in Queens Community District 1, and as a resident, I urge you to maximize the amount of new housing created in the upcoming zoning plan for LIC. I especially encourage you to allow mixed-use (including residential) to the area north of 44th Road. The Gowanus Rezoning was a huge success because it allowed for residential as well as industrial uses--the city has a desperate shortage of housing of all types, and we need to maximize homebuilding, rather than cling to the notion of preserving the IBZ.

I'd also encourage you to allow high density and consider financial feasibility in development along the waterfront. Tearing down the Dept. of Education warehouse should absolutely be on the table; preserving it is simply not as important as encouraging maximum development of residential density. Moreover, both market-rate and affordable homes are important and desirable, and DCP should allow large amounts of both--market-rate is helpful for increasing overall supply, and it helps pay for the affordable units.

Thanks again for hosting this process. Although I wish it were moving faster--housing delayed is housing denied, and we're facing a climate crisis, so adding more units in dense, walkable neighborhoods should proceed on an expedited basis, rather than suffering through endless rounds of community discussion.

Sincerely Yours,
Dan Miller
3131 47th St, Astoria NY 11103

[EXTERNAL] Proposed OneLIC rezoning

epb223@gmail.com <epb223@gmail.com>
Sat 8/10/2024 10:14 AM
To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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This rezoning would create more unaffordable luxury towers in LIC, even on public land. The tallest tower would be directly across the street from Queensbridge Houses, yet this "comprehensive plan" does not offer real improvements to NYCHA developments. OneLIC would reduce the amount of true manufacturing land, leading to higher surrounding rents. As has been demonstrated in LIC and other neighborhoods, this would price out needed manufacturing jobs and working artists. The planners are also ignoring overwhelming evidence of flooding along the waterfront, proposing residential towers where we should have resilient public parkland instead. And rather than preserving the DOE building for the Queensboro People's Space, that site would be rezoned to be a tall, mostly residential tower.

I urge the city to reject this proposal.

Sincerely,
Edward Butler

[EXTERNAL] Scoping Hearing - Written Comment

faheem29@tutanota.com <faheem29@tutanota.com>
Mon 8/12/2024 1:32 PM
To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Good afternoon. Please find my written comment on this LIC rezoning here:

I am a current resident of Long Island City, and have been for years. I've lived in every corner of the neighborhood and have grown to love it. From the diversity to the nightlife to its connectivity, there are few places I would rather live than LIC. With that in mind, I hope some the right policy measures can be put in place, to preserve and enhance LIC's positives, while avoiding some pitfalls.

I am a young person, but quickly becoming less young! I have a serious long-term partner who I want to marry and start a family with. Looking for housing for the two of us was taxing enough; I am genuinely unsure of how we will fare as we start to grow our family. There is not enough housing available, and certainly not enough housing with the space conducive to family living. Please consider some changes to the zoning that allow for:

Construction of the most new housing possible

Construction of housing at the highest room count and square footage possible

I want to put down roots here for the rest of my life, but I have to seriously consider if I can do that in Long Island City. If I struggle with that thinking as a relatively fortunate young professional, I can only imaging how difficult this question is for people who have been here for decades or generations.

Similarly, LIC is well-served by public transit, so why is there so much dead space right in the middle of it? Large industrial patches aside, even the much of the higher-density residential space is dead at the street level. All the public transportation in the world is not worthwhile if the walk is cold and unhospitable once you get off the train. This issue is driving people away from the neighborhood. I cannot count the number of times I have had friends tell me they actively forego coming to meet me in my neighborhood because of the streetscape. I request that the city add measures to encourage active, walkable streets.

Prohibit street-level parking garages

Ban car traffic on key commercial arteries

Encourage outdoor dining/outdoor retail

Thank you for your consideration.

Thank you,
Faheem

[EXTERNAL] Taiki Sugita Statement - LIC Neighborhood Plan Meeting

Taiki Sugita <55taikisugita@gmail.com>
Mon 8/12/2024 1:37 PM
To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I moved to LIC, drawn by the neighborhood's diversity in food and culture. The area boasts a wide variety of eateries and has a welcoming atmosphere with people of all ages and ethnicities. However, the neighborhood is not pedestrian-friendly, and I struggle to find adequately sized apartments without facing untenable high rent.

- **Pedestrian Issues:**
  - The neighborhood prioritizes cars over pedestrians, making it difficult to access different parts of the area.
  - Although the Queensboro Bridge and its connecting road offer bike paths, I often find myself competing with bikes and cars for space on the narrow sidewalks and walkways.
  - More pedestrian-only streets or additional pedestrian access by closing streets or eliminating street parking could improve walkability throughout the neighborhood.
- **Apartment Challenges:**
  - Rents have nearly doubled over the past three years, with not enough new housing being built, making it difficult for renters to have options.
  - Many apartments I've considered, including my current one, have bedrooms that barely fit a queen bed, and most available units are studio layouts.
  - Offering incentives to build larger apartment units and fewer studio apartments would help address this issue.

LIC Resident,

Taiki Sugita

[EXTERNAL] Written Comment, EARD Scoping Meeting LIC Neighborhood Plan

Jubaire Salim <jubairesalim@gmail.com>

Mon 8/12/2024 1:34 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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My wife and I were born, raised and now parents of the next generation of Long Island City children. I would like to share my concerns and suggestions to maximize the best outcomes of this zoning effort:

- Build as much housing as possible and encourage larger apartments in which we can raise families. The apartments in LIC are too small and it is impossible to find livable 2 and 3 bedroom. Maybe there are ways to incentive developers to build larger bedrooms and more bedrooms. Also, we should encourage as much apartments as possible. We can see not building enough pushes rents higher and higher. The only people who benefit from this are existing landlords. We should not shy away from maximizing the zoning as much as possible to even go beyond the 12 FAR you have sited. I believe the mayor proposed this in his City of Yes Policy.
- We must build schools at all grade levels with proper lunch rooms and gyms. I remember when we were kids in LIC, we had to rush through lunch because schools were using the lunchroom as the gym. Our classrooms currently are too crowded. We are finding it hard to find schools for our kids now. Schools should have classes along with the proper space for nutrition and physical activity for healthy kids.
- To make LIC a walkable neighborhood, we need more street activation with local retail and supermarkets. What we don’t need are more street-facing parking facilities and other parking infrastructure.
- Let’s use our streets as open space. LIC needs open spaces to make it pedestrian and bike friendly.
- With rising costs, we desperately need access to affordable groceries. As part of street activation, we should create space for affordable supermarkets, and there should be incentives for builders to integrate these into their developments. Is the Fresh Program part of the rezoning?
- LIC has fantastic transportation options, and residents like me want to continue living here. We need City Planning to consider this and maximizing housing density should be the top priority.

Best,

Jubaire Salim
Resident of LIC

CRITERION
CRITERION GROUP LLC
28-18 Steinway Street, Astoria, NY 11103
O: 718.204.0300

Hye-Kyung Yang
City Planner
NYC Department of City Planning – Queens Office
120-55 Queens Boulevard
Room 201
Kew Gardens, NY 11424

RE: LIC Neighborhood Plan; 8/12 Scoping Meeting

Dear Hye-Kyung,

I am glad to see this portion of Long Island City under study by the Department of City Planning. There is great potential here – in light of the fact that City last rezoned Long Island City in 2001 and the result was a transformed community. However, the planning effort must be properly channeled. As both a life-long resident and a developer with an economic stake in the Study Area, I would like to suggest measures that should be taken into consideration during scoping. Below is a list of the most essential items to consider as part of the "Scope" of the Environmental Impact Statement and the Department's review pursuant to the City Environmental Quality Review or CEQR process.

- **Employ the City of Yes initiative's new R11 and R12 zoning districts** in the new high-density mixed use sections contemplated by the Plan. These sections of the Study Area HAVE EXCELLENT MASS TRANSIT SERVICE with access to the F, N, W, 7, E and R trains - and ideally suited for the highest residenial density. I believe this new intiative provides the perfect tool for adding the housing necessary to achieve the Plan's objectives.
- **Make New York City public school space exempt from ZFA calculations.** By incentivizing private landowners and developers to work with the School Construction Authority to provide additional school capacity, this measure will align developer objectives with those of the neighborhood.
- **Make the Study Area a FRESH Zone**. For the creation of truly livable neighborhoods and to avoid "food deserts", proper grocery options must be numerous and sufficinetly sized. The FRESH program is an ideal method of encouraging this, and must be brought to the Study Area before it is built out. By incorporating available FAR bonuses with the above-reference R11 and R12 districts, developers and property owners will be appropriate incentivized to provide this community need.
- **Add building code provisions that raise base building height to 180 feet**. Greater numbers of occupants in a building's base lowers the building's overall construction cost. This will result in a further increase in housing stock for the neighborhood and provide opportunties for flexibity in development and location of community and building amenities in the upper floors of a building's base.
- **Make all bedrooms after two exempt from ZFA calculations.** This will encourage larger unit sizes and promote occupancy from families and long-term residents. There is a dearth of options for family units in LIC and the greater New York Area.
- **Prohibit developers from using ground-level floor area as exclusive building amenities or real estate offices or similar uses that are "unfriendly" to pedestrians**. Turning what should be public-facing retail into residents-only activites disconnects

frontage from the community, deactivating the streetscape. The city must require ground-level uses to be public-facing and community-oriented.

- **Permit "As of Right sidewalk cafes"** allowing small businesses to avoid cumbersome licensing requirements while adding to street activation and vibrancy.
- **Prohibit street-facing parking**. Parking is the single greatest drag on pedestrian connectivity and open space. To accomplish the Neighborhood Plan's objectives, parking must be kept away from the street.

The aims of the LIC Neighborhood Plan are exactly what this area needs. In order to properly ensure they are met, please consider the above measures as part of the CEQR analysis. We would not want these important concepts to be dismissed later as being "out of Scope" so we present them now for your review. Through the right planning policies, residents, businessess, and landlords alike can be aligned in stronger, truly livable Long Island City real.

Sincerely,

Shibber Khan / Principal
718.204.0300

Criterion Group
28-18 Steinway Street, Astoria, NY 11103



Fw: [EXTERNAL] Re: EARD Scoping Meeting: Long Island City Neighborhood Plan Confirmation

Jeffrey Glovsky (DCP) <JGlovsky@planning.nyc.gov>
Mon 8/12/2024 1:52 PM

To:Jameson Mitchell (DCP) <JMitchell@planning.nyc.gov>
Cc:Stephanie Shellooe (DCP) <SSHELLOOE@planning.nyc.gov>;Evren Ulker-Kacar (DCP) <EULKER@planning.nyc.gov>

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Follow us on Twitter @NYCPlanning
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From: Lynn Xue <lynnxue@yahoo.com>
Sent: Monday, August 12, 2024 1:51 PM
To: Jeffrey Glovsky (DCP) <JGlovsky@planning.nyc.gov>
Subject: [EXTERNAL] Re: EARD Scoping Meeting: Long Island City Neighborhood Plan Confirmation

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Dear Mr. Glovsky,

My name is Lynn Xue, I am working in the area, would like LIC to be more walkable and safe for pedestrians, if the city can limited cars and parking spaces, creating more pedestrians friendly streets, more supermarkets, café shops, make the area truly livable and environmental conservative neighborhood, would benefit both the city and the people who live and work here, for generations to come.
I am happy to learn that the city is take extra steps to listing to our residents/workers concerns and ideas, hope the process can really make our Long Island City a thrive place to live by the end.

Thanks.

On Monday, August 12, 2024 at 11:50:20 AM EDT, Jeff Glovsky <no-reply@zoom.us> wrote:

NYC PLANNING



Hi Lynn Xue,
Thank you for registering for EARD Scoping Meeting: Long Island City Neighborhood Plan. You can find information about this webinar below.

EARD Scoping Meeting: Long Island City Neighborhood Plan

Date & Time	Aug 12, 2024 01:00 PM Eastern Time (US and Canada)
Webinar ID	873 3617 0339
Passcode	1

Add to: Google Calendar | Outlook Calendar(.ICS) | Yahoo Calendar

To edit or cancel your registration details, click here. You can cancel your registration before Aug 12, 2024 01:00 PM.

Please submit any questions to: JGlovsky@planning.nyc.gov
Thank you!

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San Jose, CA 95113

My wife, 2 kids and I have lived in LIC for 8 years. We currently live at the Avalon Riverview. Prior to that we lived in 4705 Center Boulevard and The Maximiliam. My daughter will start kindergarten at PS 384 in the Fall and my son will be at Little Ones on 5th Avenue. Over my time here I have encountered several constraints I believe this rezoning process can help to solve.

This area needs more school seats, and it needs apartments big enough for families. The scarcity of 2- and 3-bedroom units almost makes it seem like LIC is only catered to lives and lifestyles that can fit in studios or 1 bedroom. Even when there are available 2- and 3-bedroom apartments, they are barely large enough to fit a growing family. I've found that once many people in the neighborhood have a 2nd child they tend to move to the suburbs at that point. We see many our friends and my children's friends move out of the neighborhood. It's probably the thing I feel most guilty about living in LIC is when my kids get sad or upset when their friends move away.

Finding school space is also a source of stress for many growing families in the neighborhood. I know many parents whose children did not get into PS 78 or 384. Luckily, my daughter was accepted into 384. However, I've been told that her lunch will start at 10:30 AM due to lack of space in the cafeteria. I would encourage all school space in new buildings be exempt from FAR calculations to encourage more schools being built in the neighborhood. We need more larger schools of all levels, elementary, middle and high school.

I encourage DCP to do everything in their power to facilitate larger apartments and more school seats.

Finally, please do not allow what is present on the waterfront to become a characteristic of LIC at large. The parking garages with no first-floor retail have taken up all the street frontage, leave long stretches largely desolate and deactivated. Kindly foster more street-level retail that is accessible to the public, and not just residents. The area needs more retail.

These changes will facilitate more people living in this transit rich area, allow more families like mine to live here long term, and enrich the area for generations.

My name is Elizabeth Aceituno, resident of Long Island City for over 20 years.
I also speak on behalf of two environmental non profit organizations active in the neighborhood, Big Reuse and Smiling Hogshead Ranch.
I have several comments:
1- I reiterate that hosting this meeting in the middle of the summer, in the middle of the working day just adds to the opacity of this process. We only heard from one Community Board 2 member and that just shows how disturbing it is to hold this meeting during their recess. The time for commenting needs to be extended.
2- We have been told we will have a town hall style in person meeting and this has not been scheduled as far as I know.
3- As others have said, a plan that relies only on rezoning without guaranteeing vast numbers of deeply affordable housing units, green spaces, transportation, educational and cultural infrastructure that satisfies the needs of existing and potential new community members is not acceptable. This plan has to be much more comprehensive and specific than it has been so far. Telling us “we heard you or we read your post-its” is not enough. A true development plan that outlines the changes that many of us want needs to be co-developed with the community and presented in a more transparent way. This process cannot be rushed.
4- Regarding the topic at hand today on the scope of work of the environmental impact statement, while I have not had a chance to review it thoroughly, I would question why the assessment period is only 10 years. The changes proposed will affect the area for many more years than that and the changes that were initiated 15 years ago should yield some lessons that to learn from.
I also didn’t see that this work will analyze explicitly how this plan will align with New York City’s Net Zero 2050 goal (another reason to expand the timeline). I also didn’t see how the plan will explicitly consider climate change adaptation, which includes resiliency but also creative thinking to develop green infrastructure.
I expect that the findings from the environmental impact statement will be presented transparently and in a way that doesn’t require an engineering degree so that the community can understand them and continue to provide their views.
5- Finally, as everyone has the right to talk about their specific concerns, I would like to take the opportunity to recommend that this plan includes the reinstatement of an area that had been used by Big Reuse to process food scraps into compost that is provided to parks, community gardens (such as Smiling Hogshead Ranch) and the public at large, while creating green jobs.

[EXTERNAL]

Anth <antanb90@gmail.com>

Sun 8/18/2024 11:05 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Reviewing the draft LIC plan, not enough affordable housing is being built in key areas including the waterfront and 44th Drive, which under the current plan are limited to lower density affordable housing of R8-R9. By designating the waterfront and 44th Drive only R8-R9, this drastically limits the amount of affordable housing that can be created in these areas, which have a lot of public transit access and where many people are seeking housing. To allow this plan to create more affordable housing, the waterfront and 44th Drive should be designated R10, similar to the Court Square area.

[EXTERNAL] Comment on LIC rezoning Plan

Anwar Akrouk <akrouka@gmail.com>

Sat 8/17/2024 9:31 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hello,

I wanted to submit my comments on the LIC Rezoning Plan.

This rezoning, and particularly the area around Anable Basin reeks of developer kickback at City Hall. From a political perspective, the fact that the rezoning has not told us the height of the buildings, public meetings have been made at inconvenient times, and the draft scoping meeting was on a summer Monday in the middle of day raises suspicions.

More specifically to the plan, the lack of infrastructure investment in schools and sewage systems in the area while building a bunch of residential skyscrapers defies belief. It should be a model of "build the infrastructure and the rest will come," not the other way around. Furthermore, the Anable Basin area should be seen as a water-front walkway belonging to the community and should be turned into a park or community center, rather than handed over in questionable circumstances to developers. This area should be made climate resilient, rather than created into another concrete mess.

Thank you for your consideration.

[EXTERNAL] LIC Neighborhood Plan

Anth <antanb90@gmail.com>
Sat 8/17/2024 11:08 AM
To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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As it stands now, the LIC Neighborhood Plan does not adequately address transit access in the LIC area, especially considering how many people live in the area and will soon live here. In order to create real transit access for the community, the LIC Neighborhood Plan should take concrete steps to build a station for the regional rail lines which pass through the neighborhood: LIRR, MetroNorth, Amtrak, and NJ Transit. Unfortunately, right now people in LIC and the surrounding areas do not have access to these rail lines, even though they pass through the area adjacent to Queens Plaza. By investing in steps to build the station for LIRR, MetroNorth, Amtrak, and NJ Transit, this plan can create real transit access for generations.

Thank you.

[EXTERNAL] LIC Neighborhood Plan additional comments/testimonials

Ave C <acue2009@gmail.com>

Thu 8/15/2024 10:15 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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My name is Avelyn Hang. I'm writing to add further testimonials and comments, for the 8/12/2024 zoom meeting by which I was in attendance...I mentioned and asked about who were the representatives of MTA that have been a part of the meetings? I believe there is a difference in the voice, between having a representative who is also an LIC resident and homeowner, that works for MTA versus a government affairs representative from MTA.

Secondly, I wanted to mention the priority of schools versus over development of high rise residential buildings. Has there been a survey to collect data on growing families and student enrollment, available school seats within the LIC neighborhood? There seems to be a imbalance between too many residential apartment units built and offered for rentals versus the amount of schools built to accommodate the fast growing LIC community.

Our parks do not even have swings. We should not allow more residential buildings to be built unless we can provide public space for LIC residents, for both the young and the old.

Thank you

Best,
Avelyn Hang

[EXTERNAL] Re: Comments

Kevin Kung <kkung@klpreschool.com>

Thu 8/15/2024 4:30 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hi All – please see my list of comments as it relates to city plan and One LIC

1. There is a huge problem with the building code as it relates to what article 47 (the laws that regulate preschools) is asking for. Building code requires greater space than the actual regulator for childcare centers. This is not a great trend because newer facilities built will serve less children.

   The challenge we face is the disconnect between the Article 47 regulations which allow 30 sf per child and the building code which has more restrictive requirements on floor area which are shown here: https://codes.iccsafe.org/content/NYNYCBC2022P1/chapter-10-means-of-egress#NYNYCBC2022P1_Ch10_Sec1004

   Table 1004.1.3

2. **New building codes / DOHMH article 47** do not allow children ages 0-2 in cellars or above the first floor. Only those who were grandfathered in are allowed. In an urban community where many building cannot be rebuilt or the new building must match the building that was there previously.
3. **There must be some way to allow SACC programs and Article 47 programs to cross utilize.**

photo

Kevin Kung
Executive Director, Kuei Luck Early Childhood Center

icon Rego Park | Long Island City | Harlem | Greenpoint

icon www.klpreschool.com icon kkung@klpreschool.com

icon 718-679-9919

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[EXTERNAL] LIC Families Need Schools, Pools, and Housing!

anonymous@gmail.com <noreply@adv.actionnetwork.org>

Fri 8/23/2024 12:47 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

Long Island City's families need schools, pools, and housing!

As the City plans for the future as part of the One LIC Neighborhood Plan, it must plan for our families. We need:

100% of housing on public land should be affordable and new housing should prioritize two- and three-bedroom units so we can raise families here.

A new indoor YMCA recreation center with a pool and an outdoor pool in Queensbridge Park.

At least 4 more public schools, including the promised Vernon Blvd Middle School and three new K-8 schools.

Public 3K and Pre-K seats. We shouldn't have to travel to other neighborhoods for affordable pre-school.

Renew Queens low / free cost space for shared after school and weekend programs for toddlers such as theater.

Work must begin immediately to reopen the green space at Murray Playground, which is the largest inland green space in Long Island City, with the only public dog park in the Court Square area.

Support and funding for the LIC Ramps project, also known as the Underline at Dutch Kills, and new open spaces under the bridge ramps.

The City must help families that love Long Island City and want to raise their families here. We need schools, pools and housing.

anonymous@gmail.com
1 11th street
Long Island City, New York 11101

[EXTERNAL] Comments - Long Island City Neighborhood Plan

licbus@yahoo.com <licbus@yahoo.com>

Fri 8/23/2024 1:22 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I'd like to submit the following comments regarding the proposed LIC Neighborhood Plan.

- The city must address existing sewage, sanitation, and flood prevention infrastructure issues before building thousands of units of new housing.
- At the August 12, 2024 scoping meeting, Laura Rothrock (President, LIC Partnership) suggested doing more to connect the industrial business zone (IBZ) between Court Square and the LIC waterfront, with the rest of the neighborhood. I strongly support this suggestion. The IBZ, as it exists currently, is not pedestrian friendly because it's deserted and feels unsafe, especially after dark. This lack of street life discourages residents from the LIC waterfront & Court Square from making the short walk between the two neighborhoods. This negatively effects restaurants, retail shops and other small businesses in both areas. Instead of restricting the IBZ to industrial use, I suggest allowing mixed use development in the IBZ to create a more lively neighborhood where people feel safe walking at all hours.
- Finally, I suggest that the Department of City Planning coordinate with the MTA on improving public transit in the area. While LIC is generally well-served by public transit, we also have transit deserts and other challenges due to rapid development. One such challenge is the Hunters Point/LIC waterfront area that is served by just one subway stop (Vernon/Jackson 7 line) that is not ADA accessible and too small to accommodate the influx of new residents. In 2022, I founded an initiative to implement an MTA bus route connecting Hunters Point to Midtown Manhattan via the Queens Midtown Tunnel. Our initiative (LICBUS.com) has been endorsed by Congresswoman Nydia Velazquez, State Senator Kristen Gonzalez, City Council Member Julie Won, and Laura Rothrock, President LIC Partnership. In addition, over 1,000 residents have signed a petition in support of the bus route.

Thank you.

Beverly Brown
Long Island City, NY
Founder LICBUS.com

[EXTERNAL] Testimony re: LIC Neighborhood Plan

Hannah Berson <hberson@gmail.com>

Mon 8/19/2024 4:11 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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To whom it may concern:

I was unable to attend the scoping meeting held last Monday, August 12 as DCP chose to hold this critical community meeting during standard business hours when I and many neighbors were working. Accordingly, my testimony is as follows.

As a long-time resident of Dutch Kills, which I understand is part of the "context zone," for this plan, I write to share my deep concern with this initiative. It seems to tee up a near-future where private developers can build yet more massive towers in a community that has more than enough such development already. These new buildings - to "make the financing work" for the developers, not the community - will surely charge rents that are patently unaffordable to the average community member, which will in turn continue to drive up cost-of-living in our neighborhood, all so that these corporations can turn a profit on our neighborhood's back. Yes, our city is in a housing crisis, but it is an *affordable* housing crisis. Unless this plan can ensure that 100% of new housing will be affordable to low and very low income New Yorkers, it is sorely out of step with what our city and neighborhood needs most.

Furthermore, I am disturbed to think that yet more development will be implemented in parcels that flood regularly whenever there is a storm, where there is already a real crunch on public transit infrastructure, and where there are precious few public school seats; open green spaces; or groceries with access to fresh and affordable food. Without real attention to these other hallmarks of a livable, affordable community, it is as if the plan is purposefully centering newcomers to the neighborhood whose lives and finances allow them to take private cars everywhere; order grocery and restaurant delivery regularly; and enjoy private building rooftop and park access. These are not my neighbors; you are envisioning a new neighborhood that leaves our long-time community members out.

Finally, I implore you to remove public land - namely those in the Anable Basin and the DOE building on 44th -- from the scope of this rezoning. Keep public land in the public's hands. Let our whole community enjoy these spaces and imagine what their future can be - to benefit all.

[EXTERNAL] Comments on draft scope of work for the Environmental Impact Assessment of the Long Island City Neighborhood Plan

Anna Laura Wolf-Powers <aw2416@hunter.cuny.edu>
Mon 8/26/2024 2:42 PM
To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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To the scoping team and authors of the LIC Neighborhood Plan:

This email is a synopsis of the comments I made as a live participant in the August 12 scoping hearing. Specifically, I am requesting that there be a change in scope such that the CEQR process evaluates not just the proposed action scenario laid out by DCP but also, as part of an alternative "with-action" scenario or scenarios, two community-informed plans for sites on the Anable Basin waterfront: the Western Queens Community Land Trust's proposal for the DOE building at 44th Drive and Vernon Blvd and the Hunters Point North Vision Plan for Resiliency. Additionally, I am urging DCP to study the impacts of employing the DCP's new manufacturing district, M-CORE, in the Long Island City IBZ.

I am a member of the Western Queens Community Land Trust, which shares many of the concerns that Councilwoman Julie Won and state and federal elected officials representing LIC expressed at the hearing. We are broadly concerned about the residential and industrial displacement risks of the "with action" scenario being evaluated, as well as the environmental impacts of building dense housing in a flood zone. We are specifically concerned that the only with-action scenario being contemplated is one that precludes our proposal for a multi-tenant space, on Site 67, housing small commercial and industrial businesses, working artists, and community-based organizations paying below market rents. Similarly, the current with-action scenario appears to preclude another community-driven proposal, the Hunter's Point Vision Plan for Resiliency, which keeps several public sites on the Anable Basin waterfront in the public domain and activates them as part of a climate change adaptation and public realm improvement strategy.

Given the stated goals of the Neighborhood Plan (such as the objective to *support existing businesses and the creative community, increase local job growth, and improve access to diverse, quality jobs and training* and the objective to plan for *a more resilient and sustainable Long Island City)*, we do not think it is wise to rezone any of the public sites on Anable Basin (63, 68, 69) in a way that marks them as targets for projects to be undertaken by for-profit developers. Public land is a precious resource for promoting the type of deep affordability (commercial and residential) that is unachievable when conventional equity investors are involved. We feel strongly that if residential or commercial development is contemplated on public sites, it should be developed by non-profit entities so as to achieve the highest possible level of affordability in a neighborhood where rents have risen dramatically in the past 15 years, displacing low-income households, working artists, theater and dance companies, working-class jobs, and sole proprietor retail businesses.

Our view is that DCP's Long Island City Neighborhood plan cannot be a community-informed plan unless the Environmental Impact Study evaluates the potential impact of existing locally-driven plans aimed at securing sustainability and prosperity in LIC.

Many thanks,

Laura Wolf-Powers
Professor
Department of Urban Policy & Planning
City University of New York Hunter College
695 Park Ave, West Building #1615
New York, NY 10065
https://works.bepress.com/laura_wolf_powers/
metropolitics.org
https://www.pennpress.org/9781512822731/university-city/

[EXTERNAL] testimony

Manducatis Rustica <manducatisrustica@gmail.com>

Tue 8/20/2024 1:58 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hi, thank you for allowing us to submit comments and acknowledge our importance as business and property owners in the IBZ.

Public Scoping Meeting: Long Island City Neighborhood Plan

Good afternoon.

My name is Gianna Cerbone, and I am a business owner in Long Island City.

First, I would like to thank the Department of City Planning for updating the zoning regulations and considering the Long Island City Neighborhood Plan. The proposed changes represent a significant step forward in fostering growth and development in our community, and I appreciate the opportunity to voice my perspective on this critical issue.

I support the rezoning plan and its objectives to create new housing, generate job opportunities, and enhance the mixed-use character of Long Island City. This plan is particularly beneficial as it will create more much-needed open space, improve infrastructure and transportation, attract investment to Long Island City, boost foot traffic on our streets, and support retail businesses. These enhancements are vital for our authentic mixed-use neighborhood's sustainable growth and vibrancy.

Throughout the comprehensive community planning process, it was evident that in tandem with the zoning changes and proposed increase in density, quality of life and infrastructure improvements need to be included in the scope of work. There is a strong need and desire from the local community to see additional plans to improve the current street and sidewalk infrastructure, add more street lighting, increase police capacity, and improve or create new public spaces.

The proposed zoning changes suggest a significant increase in residential density, which will create more housing units, increase foot traffic and boost the local economy. To accommodate this increase, it is imperative to include the above recommendations, including improved sanitation and police presence. Hence, our streets, green space, and public realm are safe and walkable and meet the needs of this growing neighborhood.

I would like for the DCP to consider this feedback and include our community's needs in the rezoning efforts. Doing so can create a more resilient and adaptable Long Island City that benefits all stakeholders.

Thank you for your time and consideration.

Gianna Cerbone

--

Manducatis Rustica VIG
46-33 Vernon Blvd
Long Island City, NY 11101
(718) 937-1312
www.manducatisrustica.com
NYS MWBE Certified



[EXTERNAL] LIC Plan comments

mkalliagas@aol.com <mkalliagas@aol.com>

Tue 8/20/2024 8:51 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I would like to address two major concerns with the LIC Neighborhood Plan:

1. LIC needs a serious investment in expanding its transportation system via the still unbuilt **LIRR and Metro-North station** by Queens Blvd/Skillman Avenue that has been planned for a very long time now. This station would improve transportation for thousands in the community and make it more efficient to access resources throughout the area.

2. Also it is highly concerning that the plan as it stands now is very limited in the amount of affordable housing being built. The current plan unnecessarily restricts how much affordable housing can be built by restricting major thoroughfares and transit nodes to only R8 zoning. These areas, for example, the blocks on 44th Drive adjacent to the major Court Square transit hub, are designated R8, which only serves to restrict how much affordable housing can be built in an area where a vast number of people are seeking housing. The plan should undertake to **expand the amount of affordable housing with more R10 zoning** in these key areas.

[EXTERNAL] Dear NYC Department of City Planning

Sonya Ort <noreply@adv.actionnetwork.org>
Sat 8/24/2024 3:20 PM
To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

As a resident of the Queensbridge Houses, I call on the OneLIC project to include vital improvements that will improve the quality of Queensbridge residents. For too long, Queensbridge has been excluded from the deep investments that the rest of Long Island City has received.

The OneLIC project must include following :

- Investment in the Queensbridge Houses. Queensbridge has extreme capital needs such as elevators that go out for months at a time, door locks that are broken so anyone can enter our buildings, and a laundry list of maintenance issues in individual apartments.

- A New Community Pool in Queensbridge Park: Bring back a larger version of the pool that existed in Queensbridge Park in the 1970s. Pools are not just a place for recreation but also education and community building.

- A Dog Park in Baby Queensbridge Park: Our pets deserve better recreational facilities and this will lead to cleaner streets in Queensbridge.

- Repairs and expansion of the PAL Early Childhood Center: Repairs have been needed to this center for a long time, and our children deserve the same resources and amenities as any other child in the city. We need additional capacity as the number of children in the development and surrounding area has increased.

- Repairs for the Riis Community Center: Another vital community space in the heart of Queensbridge Houses that has been neglected for far too long.

- A New Grocery Store: Access to fresh, affordable food is essential for our health. We need a new grocery store with affordable nutritious and delicious food.

- New Parking Lot. A new parking lot would help with congestion and people would stop parking their cars in what is supposed to be a public Greenway.

- Connect Queensbridge Park with the rest of the parks along the LIC waterfront.
As members of the largest public housing complex in the country, we urge you to address our long-standing neglect and ensure that Queensbridge Houses priorities are included in the

OneLIC project. The project's Environmental Impact Statement must examine the feasibility of these investments.

Sonya Ort
sonyaort3@gmail.com
21-41 45th Ave
Long Island City, New York 11101

[EXTERNAL] 08/12 Scoping Hearing; Written Comment

Muskaan Manglick <muskaan.m06@gmail.com>

Mon 8/12/2024 12:31 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Good Afternoon,

As we continue to witness substantial growth and development in Long Island City (LIC), I am writing to advocate for a strategic enhancement in our community's infrastructure, specifically in the areas of educational facilities and housing.

Given LIC's current and projected residential density, it is crucial that we expand our educational infrastructure to accommodate the growing population. To address this need, I propose the development of additional schools at all levels within our study area. Specifically, the inclusion of not only elementary schools but also middle and high schools is essential. This will ensure that families residing in LIC have access to quality education within the community, reducing the need for lengthy commutes and fostering a more integrated and supportive environment for our children.

Furthermore, we should work on increasing housing. I suggest re-evaluating the use of existing multi-story parking garages. Converting these structures into residential units could provide much-needed housing space and create high residential density in the neighborhood. Recent data indicates that apartment prices have risen between 50% to 200% in LIC, which has placed a substantial burden on many families, especially those with growing children. This dramatic rise in housing costs not only affects affordability but also limits the availability of suitable living spaces for families who require more room as they expand. Prioritize the construction of new affordable housing units that include larger bedrooms to accommodate families. This can help alleviate overcrowding and provide a more suitable living environment for children. Offer incentives or subsidies to developers who incorporate larger bedroom units in affordable housing projects. This approach would not only address the immediate housing needs but also contribute to the long-term sustainability of our community.

Our community's excellent mass transit system is well-suited to support increased residential density, making it an ideal time to invest in more comprehensive educational facilities and housing.

By focusing on these key areas—expanding our educational facilities and repurposing existing parking structures to create more housing space—we can better support the growing number of families and create a more vibrant, sustainable LIC.

Thank you for considering this proposal.

Regards,

Muskaan Manglick

[EXTERNAL] Dear NYC Department of City Planning

Betty William <noreply@adv.actionnetwork.org>

Thu 9/5/2024 10:04 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Betty William
betty@gmail.com
40-12 Vernon Blvd
LIC, New York 11101

[EXTERNAL] Repairs

Fernanda Thompson <noreply@adv.actionnetwork.org>

Wed 9/4/2024 5:32 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

NYCHA
Need to go back and check on all repairs and not closing tickets without doing any repairs.
All I here is there are no fun.

Fernanda Thompson
grandmothompson@aol.com
4008 Vernon Blvd #4E
Long Island City, New York 11101

[EXTERNAL] Dear NYC Department of City Planning

Irene Treadwell <noreply@adv.actionnetwork.org>

Sat 9/7/2024 6:58 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Irene Treadwell
intrea@gmail.com
4010 10th
Lic, New York 11101

[EXTERNAL] Dear NYC Department of City Planning

Jacqueline Crine <noreply@adv.actionnetwork.org>

Sun 9/8/2024 2:04 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Jacqueline Crine
jac@yahoo.com
40-06 12 th
Lic, New York 11101

[EXTERNAL] Dear NYC Department of City Planning

Janie Edwards <noreply@adv.actionnetwork.org>

Sun 9/8/2024 4:08 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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OneLIC project. The project's Environmental Impact Statement must examine the feasibility of these investments.

Janie Edwards
janie@gmail.com
46-10 Vernon
Long Island city, New York 11101

[EXTERNAL] Long Island City Rezoning

John Ritter <jritter@s-z.com>

Wed 8/28/2024 12:53 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

1 attachments (1 KB)

Outlook-3adxt3fc;

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Good afternoon, my name is John Ritter, and I am a property owner in the Industrial Business Zone (IBZ) area of Long Island City. In addition, I am a commercial real estate broker and have been actively involved in Long Island City properties since 1978. I am very knowledgeable about the economics and feasibility of development, construction, rental, and sales of property in Long Island City and the surrounding Queens area.

I would like to thank the Department of City Planning for their efforts in updating the zoning regulations and for considering the Long Island City Neighborhood Plan. The proposed changes represent a significant step forward in fostering growth and development in our community, and I appreciate the opportunity to voice my perspective on this critical issue.

I support the rezoning plan's objectives to create new housing, generate job opportunities. The proposed changes will increase residential density, boost foot traffic, and stimulate the local economy. These enhancements are vital for our authentic mixed-use neighborhood.

However, there is an opportunity to create more housing units here to help the city meet the growing housing demand by allowing residential to be built in the IBZ.

Throughout the comprehensive community planning process, it was evident that there is a strong desire from the local community to see industrial-residential mixed-use developments in the IBZ area. This has proven to be a successful mix for development in many European and Asian cities. We believe that integrating residential uses into the IBZ will not only support the city's goals of creating more housing units, but also provide a much-needed boost to the local economy and enhance the quality of life for those who work and live here.

The existing IBZ policy aims to protect manufacturing districts, which we understand and respect. However, allowing for a blend of industrial and residential uses can create a dynamic environment where businesses and residents thrive together. It can lead to more sustainable urban development and help retain the industrial character of the area while meeting the growing demand for housing. If done correctly, both uses can co-exist.

The proposed development of multistory industrial buildings is both financially and practically infeasible. Modern industrial business cannot and do not want multistory operations as it leads to high labor costs requiring the double handling of goods in and out of elevators. Most industrial companies would prefer to move out of New York, rather than operate from a multistory building. In addition, the

cost of construction for multistory industrial buildings requires rental prices that are double the current rates; that has not changed in the last 40 years and due to NYC Building codes, will not change in the future. There have not been multistory industrial buildings constructed in New York since the 1970's, except on very large sites which allow ramps leading to the upper floors which cannot be done in the IBZ. In Long Island City we can see many of the multistory industrial buildings have been converted to office buildings and these office buildings have huge vacancy rates, leading to bankruptcy. Currently the office market in Long Island City is very weak as is the NYC market in general.

This section of the LIC IBZ lies between two rapidly growing residential areas—Court Square and the Hunters Point waterfront. Naturally, businesses here have evolved to serve local residents, including breweries, cafes, ceramic studios, and gyms. However, many of these businesses are frustrated because the IBZ designation isolates them from the rest of Long Island City caused by the dead zone between Bridge Plaza South and 44th Road. Businesses want residential uses to help make the IBZ area feel safer and more walkable to attract customers and patrons.

I respectfully request that the DCP consider this feedback and explore options for including residential uses in the IBZ as part of the rezoning efforts. By doing so, we can create a more resilient and adaptable Long Island City that benefits all stakeholders.

Thank you for your time and consideration.

John Ritter

John G. J. Ritter, Executive Vice President

Sholom &
Zuckerbrot Realty LLC
3333 New Hyde Park Road, Suite 307
New Hyde Park, NY 11042

Telephone: (718) 371-0131
Cell: (917) 733-9099
E-Mail: jritter@s-z.com
Website: www.s-z.com

[EXTERNAL] Dear NYC Department of City Planning

Melida Kennedy <noreply@adv.actionnetwork.org>

Sun 9/8/2024 4:04 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

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Melida Kennedy
mekennedy38@gmail.com
4009 10th Street, 2D
Long Island City, New York 11101

[EXTERNAL] Feedback on LIC

Navy Catepillar <navycatepillar@gmail.com>

Wed 9/4/2024 9:05 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hi,

I ride the ferry to and from Hunters Point. I am concerned about the high rises that will loom over the waterfront. I would like the Department of City Planning to consider a plan/solution that will not create shadows of towers looming over the Hunters Point ferry stop and the potential waterfront connection between Gantry Park to the south and Queensbridge Park.

I am also concerned about the shadows that will cast over Anable Basin, an active water recreational area for kayaking and sea life.

Understanding the need for affordable housing that comes with this rezoning, please consider a plan along the waterfront of buildings that will not adversely affect the quality of life for those that live and visit LIC.

Thank you.

[EXTERNAL] Dear NYC Department of City Planning

Olivia Libia Jaramillo <noreply@adv.actionnetwork.org>

Thu 9/5/2024 5:30 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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- A New Grocery Store: Access to fresh, affordable food is essential for our health. We need a new grocery store with affordable nutritious and delicious food.

- New Parking Lot. A new parking lot would help with congestion and people would stop parking their cars in what is supposed to be a public Greenway.

- Connect Queensbridge Park with the rest of the parks along the LIC waterfront.
As members of the largest public housing complex in the country, we urge you to address our long-standing neglect and ensure that Queensbridge Houses priorities are included in the

OneLIC project. The project's Environmental Impact Statement must examine the feasibility of these investments.

Olivia Libia Jaramillo
libia@gmail.com
4109 10 apt 1D
Lic, New York 11101

[EXTERNAL] Dear NYC Department of City Planning

Patricia Cooper <noreply@adv.actionnetwork.org>

Thu 9/5/2024 9:39 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

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Patricia Cooper
marcycoop1@aol.com
4118 Vernon
Lic, 1101

[EXTERNAL] Public Comment Submission LIC Neighborhood Plan

Patrick Smith <smith.w.patrick@gmail.com>

Sun 9/1/2024 7:01 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear DCP.

I have lived in Western Queens for more than 2 decades. I currently live in Long Island City with my family. My son graduated from PS 78Q on 5th Street in Hunters Point.

I am in favor of the proposed zoning proposal.

The lots under consideration for the rezoning are underutilized commercial properties that would not cause displacement of existing residents.

The overgrown and vacant lots pose a health and safety risk to the existing residential population.

According to recent reports, the city's housing stock is severely undersupplied with a shortage of at least 500,000 units.

New homes must be built to help alleviate homelessness, the lack of affordability and the housing crisis.

The proposed rezoning calls for approximately 14,000 new housing units with at least 4,000 affordable homes.

Long Island City is uniquely situated to absorb these new housing units because of LIC's unrivaled mass transit network that includes 8 subway lines, 3 NYC Ferry landings, 2 LIRR stations, 5 bridges and tunnels, 15 bus lines and 74 Citibike stations.

The new buildings could be designed to hold stormwater, wastewater and runoff onsite through detention/retention systems until the inclement weather subsides thereby
helping to relieve the sewer system during high tide and/or heavy downpours.

Those of us who have lived in LIC for many years remember when LIC was NYC's best kept secret. While there were some inconveniences like a lack of pharmacy or a major supermarket, those were minor trade-offs for us to live in a neighborhood with a very small population of residents compared to its true capacity, we had direct access to the East River and on some nights back then, it seemed like it was only us. It was special to look at the Manhattan skyline that way. We also had one stop subway access to Manhattan with less crowded platforms and local cultural venues like PS1.

The exclusiveness of LIC that long-time residents experienced 10, 15, 20 or 25 years ago should not be a reason to oppose the creation of desperately needed housing. It is time to open up and share other parts of our beautiful neighborhood with new residents who will join us in putting down roots here and making LIC even more special.

Thank you

Patrick Smith

[EXTERNAL] Comments on Long Island City Neighborhood Plan Draft Scope of Work

Prameet Kumar <prameetkumar@gmail.com>

Fri 8/30/2024 1:43 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hello City Planning Team,

My name is Prameet Kumar, and I'm the Vice Chair of Land Use for Queens Community Board 2. I'm writing this email to you in my personal capacity as a resident of Long Island City regarding the Draft Scope of Work for the LIC Neighborhood Plan and proposed rezoning actions.

While I support efforts to facilitate new housing opportunities, including permanently affordable units, commercial development, and community facilities in the neighborhood, it is critical that this growth goes hand-in-hand with adequate infrastructure improvements and mitigation measures to address potential significant adverse impacts identified through the environmental review process.

My top concerns based on the Draft Scope relate to:
- **Community Facilities and Services:** The substantial new residential development projected could severely overburden existing schools, childcare centers, and libraries in the area. Firm commitments to fund and construct new public facilities like schools, daycare centers, and library branches are needed to prevent overcrowding.
- **Transportation:** Impacts to transit capacity, pedestrian conditions, traffic operations, and safety from the new trips generated must be comprehensively studied. Binding mitigation measures like transit upgrades, road improvements, traffic enforcement, and developer contributions are essential.
- **Open Space:** With new residents and workers, existing open spaces will become overutilized. Creating new public parks beyond just waterfront access areas, funding expansions of current parks, and requiring on-site open space amenities should be mandated.
- **Water and Sewer Infrastructure:** Upgrading aging infrastructure, implementing sustainable stormwater practices, and increasing wastewater treatment capacity at Bowery Bay are critical needs to support the new development responsibly.

I strongly believe that any required mitigation measures identified in the Environmental Impact Statement must be locked in through legally binding mechanisms and commitments from the City and developers. This should include:
1) Capital funding commitments from relevant agencies
2) Contractual agreements between the City and developers mandating mitigation requirements
3) For City-owned sites, mitigation mandated through Land Disposition Agreements

Furthermore, I advocate for tying the pace and scale of new development directly to the provision of supporting infrastructure through a phased implementation approach. Quantifiable benchmarks for new schools, daycare seats, open spaces, infrastructure upgrades, transportation improvements, etc. should be established. Only once these benchmarks are met should the next phase of development be permitted to proceed. This phasing plan should be incorporated into the proposed zoning actions.

Lastly, I urge an increase in the affordable housing requirements beyond the current Mandatory Inclusionary Housing levels. Options like requiring 40% affordable housing overall, with a portion at deeper affordability levels, should be considered. I also recommend setting aside a portion of City-owned sites for 100% affordable housing.

Thank you for considering these comments. I look forward to the City securing firm commitments for comprehensive mitigation measures and infrastructure investments tied to this rezoning. Please feel free to contact me with any other questions.

Sincerely,
Prameet

--
Prameet Kumar
prameetkumar@gmail.com

[EXTERNAL] Long Island City Neighborhood Plan

Rocco Tomassetti <rjtomassetti@gmail.com>

Thu 9/5/2024 12:34 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>
Cc:Gina Tomassetti <g.tomassetti95@gmail.com>

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To whom it may concern:

My name is Rocco Tomassetti, and I am the owner of real property located at 46-02 Vernon Boulevard in the Industrial Business Zone (IBZ) area of Long Island City.

I would like to thank the Department of City Planning for their efforts in updating the zoning regulations and for considering the Long Island City Neighborhood Plan. The proposed changes represent a significant step forward in fostering growth/development in our community.

I support the rezoning plan's objectives to create new housing, generate job opportunities and enhance Long Island City's mixed-use character. The proposed changes will increase residential density, boost foot traffic and stimulate the local economy. It's essential to include increased sanitation and police presence to ensure our streets, green spaces and public areas are safe and meet the needs of our community. We hope this plan will also bring more open space and transportation improvements, as well as attract more investment thus benefiting retail businesses and the community overall.

Throughout the community planning process, it was evident that there is also a strong desire to see industrial-residential mixed-use developments in the IBZ area. Integrating residential uses into the IBZ will not only support the city's goals of creating more housing units, but also provide a much-needed boost to the local economy and enhance the quality of life for those who work and live here. Allowing for a blend of industrial and residential uses can create a dynamic environment where businesses and residents thrive together. It can lead to more sustainable urban development and help retain the industrial character of the area, while meeting the growing demand for housing.

Regards,

--

Rocco J. Tomassetti, Esq.

[EXTERNAL] Dear NYC Department of City Planning

Rosalee Jones <noreply@adv.actionnetwork.org>

Sat 9/7/2024 8:27 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Rosalee Jones
gmail@gmail.com
41-11 10th
Long Island city, New York 11101

[EXTERNAL] Dear NYC Department of City Planning

William Foster <noreply@adv.actionnetwork.org>

Thu 9/5/2024 7:48 PM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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William Foster
fosterman@aol.com
40-03 10th street
LIC, New York 11101

[EXTERNAL] LIC neighborhood plan comments/ideas -- sunlight and density

Wu Fan <wufan43@icloud.com>

Tue 9/3/2024 11:14 AM

To:25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear Stephanie Shellooe,

I have been in LIC, first as a business owner and then as a home owner for over 8 years with my family.

However, the scope of work is troubling for one primary reason and i would like to see it addressed in the study -- the loss of sunlight for much of the community.

The sunlight in LIC is almost unique in NYC. The pattern of development over centuries has meant that the sun shines bright down east/west streets, well into the evening as the sun sets over Manhattan's rooftops.. Low slung warehouses and medium rise buildings make the place feel so warm yet serious and urban. Perhaps it is one reason why so many families and artists came here....

I am ,and i think many of my neighbors join me in being, concerned that the density you are proposing on the waterfront will diminish this elemental quality of light irreparably. it doesn't have to be so as there are logical alternatives.

What would seem more sensible is to provide the density upland, closer to the transit and provide lower buildings and more open space by the waterfront. First, i would like to know why this was not studied as an option and formally request that it be studied. Also, it just doesn't make sense. more sewage, more traffic, in an area that would seem best suited for low profile buildings (e.g. Brooklyn bridge park).

Second, I have a suggestion: A formulation for doing this would be for the City to undertake all of the waterfront upgrade and land acquisition for open space through a bonding, which could be funded by the creation of new air-right in the study area, which could be allowed to be transferred to certain upland sites, with proceeds going to the bonds. the East Midtown zoning is such a model. That way waterfront property owners would not have to carry the burden (or the long term maintenance) of the waterfront improvement (the city could pay for it from the sale of air rights) and would not have to be the landing spot for so much height and bulk. The density there, on the waterfront, could be much as it is, say, on 11th street: 5-8 story buildings that don't block the sunlight, which as i said is such an important part of living in LIC.

I know we have to build. but the taller buildings could be upland. BTW, its noted that there is no height limit on the waterfront properties as proposed. this seems counter to any sensitivity to the people living upland and who have enjoyed seeing the sky, particularly when there is an alternative.

Also, Queens West was public land and was a tiny rezoning compared to this one. they did not have this alternative.

in this way we could achieve new housing, waterfront access and preservation of our precious lIC light and more new residents could enjoy that light, as well as the Manhattan views (which you would get even as you move the building density closer to the core. Building high and deep on the waterfront just doesn't seem to make sense and i would ask you to consider such an alternative.

Thank you for your consideration.

Comments on the Draft Scope of Work for CEQR Analysis

Of the Long Island City Neighborhood Plan

CEQR No. 25DCP001Q

The City Administration's initiatives to advance areawide planning for the Long Island City area are a long overdue but positive step, which is essential to overtake the ongoing challenge of addressing site-specific development proposals by private or public sponsors and other pressures. Also welcome is the Department of City Planning's recognition that LIC is a unique asset for the whole city. This is long recognized as a strategically located district that supports a range of land uses vital for housing development, business support services for the city's commercial core, resilient waterfront investments, and accessible cultural and recreational resources benefiting all New Yorkers.

The need for comprehensive planning in LIC is urgent. Previous land-use actions and market forces have spurred construction of 25,000 new housing units in the past two decades, with more proposals to create new housing on individual sites. Public infrastructure investments to support this growth and reduce environmental vulnerabilities have lagged. Existing businesses in the area have been squeezed by the pressure to re-purpose historic manufacturing and distribution blocks for "highest and best uses." New development has added to street and sidewalk congestion, impeding mobility and worsening safety for all users.

There is no substitute for creating a comprehensive plan. The stated objectives of the LIC Neighborhood Plan all are laudable and extremely ambitious, attempting to redouble in a 54-block area all of the existing assets and future potential of this diverse urban district. The Department of City Planning (DCP) has proposed an extremely complex package of innovative rezonings, City-property dispositions, and street demappings that it believes could accommodate nearly 14,000 more housing units while preserving and enhancing space for essential businesses, re-envisioning use of already congested streets and sidewalks, reducing climate-change risks, and adding open spaces.

Unfortunately, the package of Proposed Actions DCP announced this summer is so ambitious, complex, and concentrated geographically that its aggregate impacts would be unacceptable. Many who are familiar with the Project Area and environs and their evolution through the past three decades find it impossible to imagine that this process could reconcile all the worthy objectives set forth in the proposal within this confined area.

This miscalculation perhaps could have been avoided had the City's planners engaged the affected community boards in developing the proposed plan, recognizing their established role in the planning process and in soliciting and synthesizing community input for the affected City agencies and local officials. DCP's months-long "public engagement" process sidestepped the Community Boards, and the announcement of the Proposed Actions, draft CEQR scope, and public hearing all took place during the boards' annual summer recess (with the DSOW comment deadline extended to less than 24 hours after CB2's September meeting).

Community Board 2 encompasses most of the Project Area and most of the Study Area. CB2 is among the minority of community boards that recently endorsed the City of Yes for Housing Opportunity proposal. That action included thoughtfully considered conditions emphasizing that even the modest level of added housing City of Yes would enable should not move forward in this area until public investments and policy actions to catch up with the massive level of new housing and other development in LIC.

Using the very limited opportunity accorded it to consider and address the Proposed Actions and CEQR Draft Scope of Work, CB2 last night approved comments that balance support for the goals of the LIC Neighborhood Plan with strongly stated concerns about the adverse cumulative effect of implementing the package of actions proposed by DCP to be analyzed in the CEQR. Its comments very appropriately urged the City to engage the affected community boards, elected officials, and other established stakeholder interests to reconsider elements of the Proposed Actions before finalizing the CEQR Scope of Work.

Major concerns with the proposed actions include the following:

- The surge of development enabled by the land-use actions of recent decades has strained the public infrastructure serving the area, and municipal commitments to address these existing conditions are inadequate.

- LIC's transformation to a high-density residential neighborhood is a housing success story, but it has put inexorable pressure on the still-vital business operations based in the area. The cost of renting or buying space for manufacturing purposes has risen, and (as acknowledged in the DSOW), the growing number of residents has attracted new restaurants and consumer businesses to serve them. Increased congestion has impeded essential logistics support for local businesses. These trends are likely to accelerate with the addition of nearly 14,000 new residential units, despite the proposals to allow greater density of business tenancies in the remaining, diminished amount of industrially zoned space.

- LIC provides important, strategically located space for businesses that serve the commercial core of the region and, increasingly, for a local "eco-system" of inter-related creative business sectors. Adequate and affordable space for such operations has become more dear in recent years. Available land for public facilities also is in short supply. The rationale for the Proposed Actions does not address the long-term effect of re-purposing more non-residential blocks in this area to create nearly 14,000 housing units over and above the 25,000 that have been introduced in this area already.

- Taken together, the plan's objectives require changes to the street network serving this confined area that it may be impossible to reconcile. The package assumes that the area can support dozens of multi-story residential buildings with little or no incorporated off-street parking + plus addition of protected bike lanes and important pedestrian safety measures (like daylighting and bump outs) + additional loading zones and other

provisions to support logistics operations + denser development on some industrially-zoned blocks to accommodate additional businesses.

- The level of development and densification in the 54-block Project Area is so substantial that it is likely to have much wider effects in the surrounding area. These would include burdens on local infrastructure, increased traffic congestion, unmet parking demand, real-estate market pressures, and construction impacts.

Recommended DSOW Revisions

The City Administration's objectives and community interests would be best served by taking the time for more dialog on the package of Proposed Actions and consideration of some revisions before finalizing the CEQR Scope of Work. The goal would be to enter the formal impact assessment based on a package that better recognizes LIC's existing conditions and needs, more equitable distribution of new housing development within and beyond LIC, and incorporation of more realistic assumptions about the strategies needed to achieve balanced and sustainable growth.

Whether or not the City Administration takes this step, here are some points to consider for strengthening the rigor and credibility of the CEQR analysis as a framework for moving toward an achievable LIC Neighborhood Plan:

1. Develop a baseline conditions analysis that clearly communicates the public investments needed to address existing deficiencies in the municipal infrastructure and operating policies. Sections C and D of the DSOW do not even mention the volume of housing built in LIC, much less widely understood deficiencies in the infrastructure needed to support the growth that has taken place. The baseline report that would be the foundation for analysis of the No Build and the two Build Alternatives should clearly delineate current identified deficiencies and outstanding concerns as well specific commitments by municipal and other agencies to address them.
2. The CEQR scope of work should include definition of a mid-range development alternative that sets more modest objectives for the level of new housing development, less complex modifications of zoning for industrial blocks, and perhaps a broader project area. This adheres to CEQR guidelines (see Task 22), but it is best defined at the beginning of the process rather than framed in the later stages of the analysis.
3. Task 3 – Socio-Economic Conditions – As noted in CB2's comments on the DSOW, given the experience in the area of the past two decades, it is difficult to have confidence that the zoning strategies intended to protect and nurture industrial and related businesses will be economically viable or sufficient to overcome the additional market pressure that 14,000 more housing units will generate to displace these uses. The scope should include a robust analysis of these proposals, and evaluate the impact of the overall package not only in the Project Area but in the broader LIC environs.
4. Task 14 – Transportation – As noted above, the objectives outlined for the project would place extraordinary and overlapping aggregate demands on the already-congested network of streets, sidewalks, and intersections serving the area. Analysis of parking

demand is a particular challenge. The brief description in the DSOW oversimplifies the variety of demands for parking generated by the diverse and changing nature of the area. and their temporal distribution. The transportation task is well scoped, but it should include provisions to test iterative scenarios that would adjust one or another variables as the team strives to achieve all the objectives for the optimal combination of strategies to make the transportation network work as well as possible for all the needs various elements of the Proposed Actions would generate. Transportation impacts also are likely to spill over beyond the Project Area, so potential effects -- and possible mitigating solutions – should get adequate attention in the analysis.

Thank you for the opportunity to comment. Having participated in all the LIC Neighborhood public engagement sessions, it is clear that both the community and the professional staff of the key City agencies are committed to achieving an outcome that will guide LIC toward a sustainable future and will enhance its evolving but durably important role in housing, employing, and entertaining New Yorkers.

Respectfully Submitted,

lou.venech@gmail.com

Sunnyside, NY 11104

Letter to the Department of City Planning regarding the LIC Planning Committee Scoping Hearing on 8/12/2024

To the interested parties:
New York City Department of City Planning
Stephanie Shellooe, AICP

Greetings all, my name is Senjuen Hsia, and I help my family manage property lots in the IBZ North designated area of Long Island City. We are located on the corner of 21st Street and 40th Avenue, and represent the areas of Block 392 – Lots 1, 5, and 43. I have lived in Sunnyside and Long Island City for forty years and have worked in and around both areas for almost thirty. We also have been in regular contact with other property owners, workers, and residents for the area and property lots in and around Block 392.

While we support the rezoning plan's objectives to enhance Long Island City's mixed-use character, we believe that the areas designated in the IBZ North should ALSO be recommended for re-zoning as mixed-use so that it allows for at least some, or any kind of, residential or housing development. There are several compelling reasons why we believe that this should be done in as timely a fashion as possible.

New economic trends after the Pandemic

- The 2019 Pandemic has upended the market for New York City office buildings. https://www.nytimes.com/2024/08/01/nyregion/manhattan-office-building-auction.html In 2006, 135 West 50th Street in Midtown Manhattan sold for $332 million. Last week, it sold for just $8.5 million. The building was 23 stories and was once the former headquarters of Sports Illustrated.

- The sale follows the same recent trend of several Manhattan office buildings being sold at steep discounts over the past decade. https://www.nytimes.com/2024/06/12/business/distressed-office-buildings-buyers.html CoStar predicts that 2024 and 2025 will the two worst years on record for office buildings in terms of the amount of floor space that tenants are giving back or vacating across the country.

- The pandemic has exposed economic trends ushering in a lasting shift to remote work in many sectors. Companies are embracing hybrid and remote work, employees do not visit the office as much, and most buildings are no longer considered safe investments. As such, building owners no longer collect enough rent to pay off their current mortgages. Additionally, rising interest rates have made those same owners reluctant to renegotiate financing deals or unable to afford new mortgages.

  As bad as it is for commercial real estate, similar trends continue for NYC's industrial and manufacturing sectors. According to recent CBRE market reports, industrial leasing in the

city hit new lows in the final quarter of 2023, with an average lease of just 7000 square feet. https://commercialobserver.com/2024/02/new-york-city-new-industrial-space-soundstages-demand/

- In Manhattan, many developers are trying to convert office buildings into apartments as a way to deal with these trends. However, conversions are costly, and not all buildings are easy to retrofit.

  LUCKILY, there are several building lots in the IBZ of LIC North, including the lots at 40th Avenue, 21st Street, that DO NOT have that problem, as those places can be quickly made ready to be demolished and rebuilt to be installed as new building projects.

Industrial Business Zones (IBZs) were created in 2006. They have not worked in LIC North.

- ONE-TIME relocation tax credits of only $1000 per employee, capping out at just $100,000 (https://edc.nyc/industry/industrial-and-manufacturing), are drops in the bucket for companies in today's business environment. Despite the growth of Long Island City in the south, more companies and businesses have left the Queensbridge / IBZ North area since 2006 than have arrived. In this modern economic climate, these tax credits barely scratch the surface of what is needed to attract manufacturing or industrial businesses to move here, especially in comparison to what other states and regions in the country are offering.

  ZERO companies in the area currently apply for these IBZ tax credits because they DO NOT stack with other city and state tax credits or incentives. Tax benefits such as the REAP Program are taken by companies instead, as they provide better tax benefits, for more years, AND do not have the same sorts of geographic requirements mandated by IBZ policies.
  https://www.nyc.gov/site/finance/business/business-reap.page

- Developers and banks will not fund or finance any construction projects without significant interest from larger companies. We can personally attest to this because it is exactly what has been communicated to us. Using a tiny one-time tax credit aimed at attracting businesses that have up to 100 employees or less, has had ZERO effect on convincing anyone to invest in the manufacturing sector of the IBZ, especially when there are

- A perfect example can be made by pointing to the property lot located across the street from us, addressed 38-50 21st Street – Block 471, Lot 703.
  https://propertyinformationportal.nyc.gov/parcels/parcel/4004710703

  Amazon, despite controversies before and during the pandemic signed a TEN-YEAR lease for the property in 2020 to open a brand new delivery station of 20000 square feet. Renovations were made in 2020, and Amazon started operations in 2021.
  https://licpost.com/amazon-to-open-new-delivery-station-in-long-island-city

https://www.crainsnewyork.com/commercial-real-estate/amazon-heads-lic-latest-delivery-station-not-second-headquarters

- Within a year, Amazon stopped operating out of the location, and the place now sits empty and is available for sublease. Reminder, they STILL have a 10-year lease out on the property. https://www.cnbc.com/2022/09/14/map-of-amazon-warehouse-closures.html



Changes to how traffic is diverted along 21st Street / 40th Avenue no longer makes the lots in the area feasible for significant manufacturing transport.

Driving up and down 21st Street from Astoria down to Hunter's Point, we can see that LEFT TURNS were banned on nearly every intersection throughout the entire IBZ and beyond. In 2019, the 21st Street Corridor was officially designated as a Vision Zero corridor and has been completely redesigned to emphasize pedestrian safety and bus reliability.
https://licpost.com/21-street-listed-as-priority-corridor-in-new-vision-zero-plan
https://www.nyc.gov/html/dot/downloads/pdf/21-st-bus-priority-safety-study-cb1-mar2022.pdf

- Since the Vision Zero designation, the Department of Transportation installed three things that significantly inhibits the ability for facilities in the area to transport goods and materials:
  A) An island divider for pedestrians
  B) An entire bike lane
  C) A full bus lane prohibiting parking or any other traffic

21st Street used to be a two-way, four-lane boulevard. There is now only ONE lane for each direction. When the building was operational decades ago, the street was JUST wide enough for 40-foot containers to back into the loading docks. While those trucks were being loaded, they would block an entire lane of traffic.

https://maps.app.goo.gl/EkUvrs6Dw6hWV5jf6



- After the DOT installed those three items, it is no longer possible for large trucks and containers to effectively maneuver around any building in that area for any significant amount of goods or materials transport. There simply isn't enough room for any large trucks or containers to load and unload goods or materials without completely blocking out an entire side of traffic on 21st Street.

  This will scare away ANY manufacturing or wholesale company that might have been interested in a move to the area. Neither does it work as a support district for the neighboring business community.

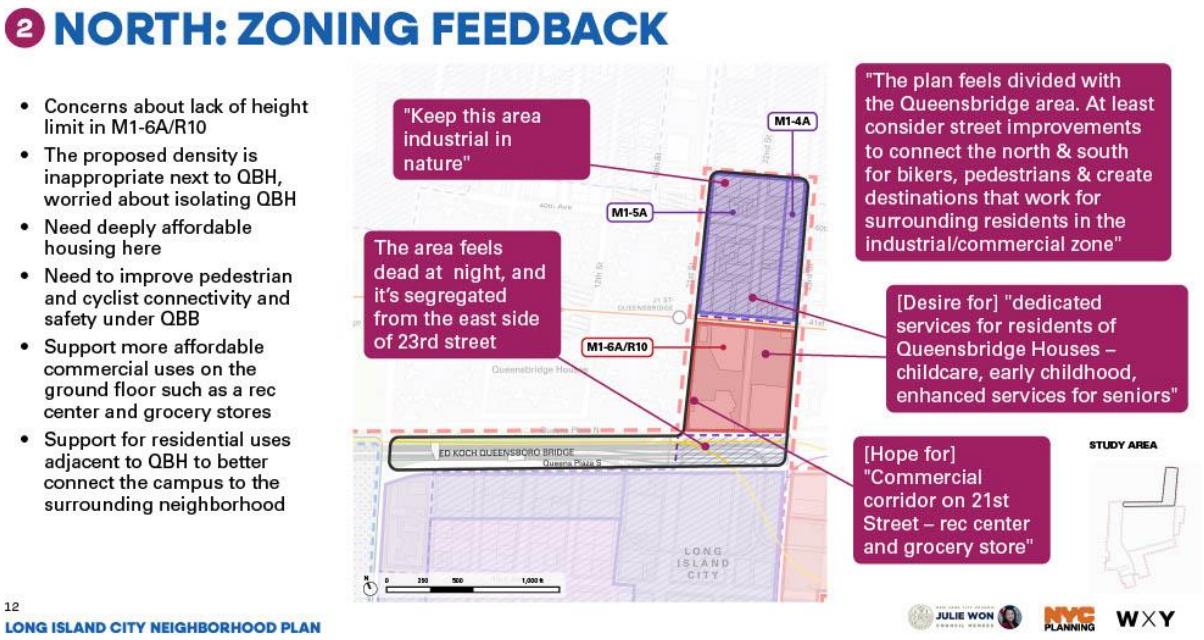
The areas immediately north AND south of the LIC North IBZ are zoned for Mixed-Use.

- The LIC North IBZ is surrounded on all sides by residential and mixed-use buildings.
  a) The area is filled with hotels, retail stores, and restaurants/ markets specifically catered to the growing number of tourists and residents in the area.
  b) The site is also serviced by the 21st Street – Queensbridge subway stop, and four bus lines. They are all geared towards residential commuting and servicing commercial and retail activity.

- The area lost key elements of its manufacturing /industrial character decades ago. Zoning should be changed to match the characteristics of the neighboring areas, based on the

Planning Committee's own land-use rationale guidelines.

- Multiple comments during the break-out sessions were concerned about the empty, desolate feel of the manufacturing district segregating Queensbridge Housing from the rest of the area.



Large manufacturing facilities will not be able to operate due to environmental restrictions, as a result of their proximity to Queensbridge Housing and the surrounding residential neighborhoods immediately bordering the area.

Neighborhood comfort and safety issues along streets zoned for manufacturing and warehousing:

- Barnett Avenue next to Sunnyside Gardens is a prominent example. It is common knowledge never to park along the warehouses, parking lot facilities, etc. on this road. There is very little pedestrian traffic, a lack of security cameras or CCTV, leading to vagrancy, crime, smashed car windows, and car thefts for many years.
  https://www.facebook.com/groups/382555689074911/posts/1409766246353845/
  https://www.facebook.com/groups/382555689074911/posts/1409406753056461/
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https://www.facebook.com/groups/382555689074911/posts/1351080578889079/

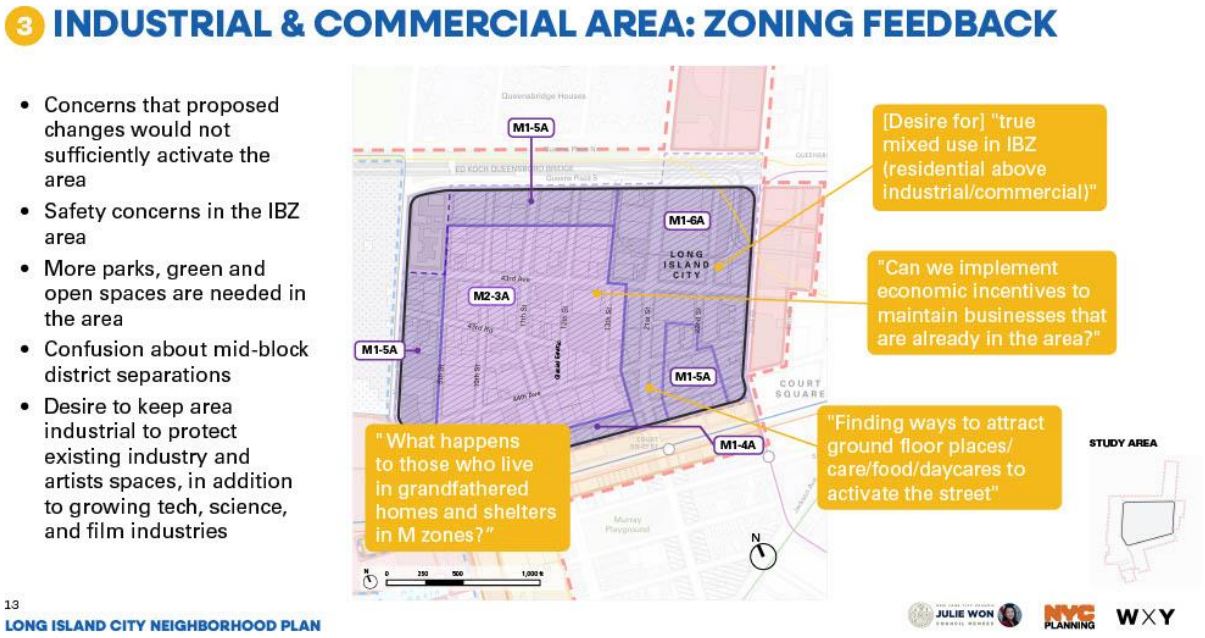
- It is a very similar situation on the lots around 21st to 23rd Street and 39th Avenue to 40th Avenue. In addition to vagrancy and crime, it is a popular area for illegal garbage dumping, and a common spot for people to sell drugs to the homeless and those with substance use disorders.

We have had multiple meetings and conversations with building developers and banks. Zoning without residential or mixed-use designations is an absolute non-starter for any construction project financing.

- No companies or businesses are interested in any form of development without a mixed-use or residential zoning designation.
- Upon request, we can present to the committee multiple letters and communications from developers and banks who directly informed us of this.

Based on the comments and feedback provided in the last two town-hall meetings, every zone in the LIC advocated for more available housing.

- We have been to every town-hall meeting and focus-area meeting during the LIC planning committee process. The overwhelming response in these meetings has been to call for more housing.
- During the break-out sessions in May / June, even the Industrial / Commercial Area was full of comments and advocacy for carving out zoning for residential housing. This was a running theme in every meeting.



It has become apparent that throughout the community planning process, there is an overwhelming desire from the local community to see industrial/residential mixed-use developments throughout the IBZ area. This includes areas that are currently zoned for only manufacturing/industrial-only use.

There are several compelling reasons why IBZ-only zoning no longer makes sense for the areas that we have highlighted. The most important of which is that the city itself has already cornered 21st Street and the surrounding blocks into a residential/commuter-friendly transportation hub. This completely locks out manufacturing and industrial businesses from using the area as a place that is conducive for transporting goods and materials.

Allowing for a blend of industrial, commercial, and residential uses will create a better environment for businesses and residents to thrive together. Many of us in this area have become frustrated and remain stuck because of this IBZ designation as it isolates the area from the rest of Long Island City. We need to have more residential uses so that the IBZ area can be made cleaner, feel safer, and more walkable to attract better quality activity into the area.

Thank you for your time and attention.

Sincerely,
Senjuen Hsia

Outlook

[EXTERNAL] One LIC Written Comments by Adele Shtern LIC longtime resident artist

From Adele Shtern <shtern80@yahoo.com>
Date Thu 9/12/2024 11:43 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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One LIC Written Comments by Adele Shtern LIC longtime resident artist

I am an LIC pioneering artist who has lived, created and exhibited my art here for over 40 years. Many of my artist peers no longer live here due to skyrocketing rents and evictions post sale of buildings for redevelopment, etc. Studio space for artists is unaffordable for many. I invite you to honor and implement the Long Island City Coalition's *Hunters Point North Vision Plan for Resiliency,* which is the will of the local people.

We need to support the arts and culture in our planning. Culture Lab's outdoor and indoor programming are an invaluable and affordable resource for the community. This must be preserved and supported. The outdoor live music and dancing within walking distance is a sustainable gift and has a low carbon footprint.

LIC is already overdeveloped and has an insufficient, overstressed infrastructure as witnessed in sewage overflow during heavy rains and has overly crowded subways. One LIC is a developer giveaway of publicly owned property and has limited resiliency. Consider the recent news that Manhattan is sinking due to the heavy weight of its buildings. The same is happening here. Much of LIC is built on landfill in a flood plain. We are experiencing climate collapse and must act accordingly.

Re affordable grocery shopping in LIC discussed at the recent *Public Scoping Meeting* we are fortunate to have Trader Joe's. However, the other pre-existing markets are suffering because many people are choosing TJ's instead. That combined with high rents makes it difficult for markets to be affordable and competitive. We had the Natural Frontier Health Food Market in the neighborhood for ten years. They were forced to close because of rent gouging, leaving the community without a health food store. When the short term bottom line is the priority, the long term integrity of the community and its needs suffer.

I am very concerned about up-zoning. LIC has a refreshing ambiance compared to overdeveloped Manhattan. We love the light, spaciousness and relaxed vibe. Let's keep it that way!
Further, swimming was one of the original promises that came with Gantry State Park as evidenced on their signage and is still unrealized. It's long overdue for the governmental agencies to be accountable for this to become a reality. I say yes to more trees, parkland and eco green spaces

instead of toxic, carcinogenic astro turf (synthetic grass). I say no to One LIC. I urge you to act responsibly and with transparency to fulfill the residents' wishes and plans. Thank you.

Professor Adele Shtern

Outlook

[EXTERNAL] Subject: Urgent Request for Mixed-Use Zoning in Long Island City

From Binder Vasudev <fivestarlicny@gmail.com>
Date Fri 9/13/2024 2:52 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear Charles Yu,

I hope this message finds you well. My name is Arun Vasudev, and I am writing on behalf of my father, Mr. Binder Vasudev, the owner of the properties located at 13-05 43rd Ave, 13-15 43rd Ave, and 42-56 21st Street. These properties currently house our beloved Indian diner, 5 Star, as well as our beautiful state-of-the-art banquet hall, 5 Star Banquet Hall, which serves as a premier venue for large, multicultural private events.

Mr. Binder Vasudev is an immigrant who arrived in the United States with a dream and a passion for cooking. Before purchasing 5 Star in 1997, he drove a yellow cab on the streets of New York City. His culinary talent was honed during his catering work in Germany, where he developed a deep appreciation for food and hospitality. After establishing 5 Star, he devoted himself to the restaurant, often working grueling 16-hour shifts and opening for 23 hours a day in the early years to provide for our family. His hard work paid off, as the diner quickly became a cherished part of the local community, known for its flavorful cuisine and welcoming atmosphere.

As the business grew, my father saved diligently and invested in a Greek-owned warehouse, transforming it into the stunning 5 Star Banquet Hall in 2004. This venue boasts a modern design and can accommodate a variety of events, from weddings to corporate gatherings. It features exquisite décor, state-of-the-art audiovisual equipment, and a flexible layout that can be customized to suit any occasion. The banquet hall has become a popular location for private multicultural events, further strengthening our ties with the community. The love and support we receive from our patrons reflect the strong relationships we have built over the years. Today, I, Arun Vasudev, have taken on a more public-facing role, managing our businesses and continuing my father's legacy of dedication and commitment to our customers.

We are writing to express our strong support for the rezoning of these properties from commercial IBZ zoning to mixed-use zoning. We believe this change is not only beneficial but essential for the sustainable development of our community.

1. Meeting the Demand for Housing:
Long Island City (LIC) is experiencing unprecedented growth, with a rising population that has increased by over 25% in the last decade, according to the NYC Department of City Planning. Our properties are strategically located near the Queensboro Plaza subway station, which connects residents to Manhattan within minutes. As the demand for housing continues to escalate, rezoning our properties to mixed-use will contribute to alleviating the housing crisis by providing much-needed residential units. The current commercial IBZ zoning limits our ability to meet this demand, which is counterproductive to the city's goals of affordable housing and community development.

2. Enhancing Economic Vitality:
Mixed-use zoning fosters a vibrant economic environment by integrating residential, commercial, and recreational spaces. Our properties are situated close to thriving commercial areas along Vernon Boulevard and the East River waterfront, which are increasingly popular destinations for both residents and visitors. By allowing residential units within our properties, we can create a dynamic community that supports local businesses and attracts new ones, thereby driving economic growth and stability in LIC.

3. Promoting Sustainable Development:
Incorporating mixed-use zoning aligns with New York City's sustainability goals. Our location is within walking distance of parks such as Gantry Plaza State Park and Hunter's Point South Park, which provide vital green space for residents. Additionally, the proximity to major transportation hubs, including the 7 train and multiple bus lines, reduces dependency on cars, encourages walking and biking, and promotes the use of public transportation. By creating a community where people can live, work, and play in close proximity, we can significantly lower our carbon footprint and contribute to a healthier environment.

4. Improving Quality of Life:
The rezoning will enhance the quality of life for residents by providing essential services and amenities within walking distance. Our properties are near schools such as Gantry Plaza State Park Elementary School and cultural institutions like MoMA PS1, fostering a sense of community and belonging. Furthermore, mixed-use developments often include public spaces that encourage social interaction, thereby enhancing community ties and contributing to a vibrant neighborhood atmosphere.

5. Alignment with City Planning Goals:
The City of New York has recognized the importance of mixed-use developments in its long-term planning strategies. The LIC Strategic Plan emphasizes the need for diverse housing options and the integration of residential and commercial spaces. Rezoning our properties is in direct alignment with the city's vision to create more inclusive and diverse neighborhoods. It would reflect a forward-thinking approach that prioritizes the needs of residents and businesses alike.

In conclusion, we urge you and the planning committee to consider the myriad benefits of rezoning our properties.

Sincerely,

Arun & Mr. Binder Vasudev

Outlook

[EXTERNAL] Long Island City Neighborhood Plan Comments

From Carol Griffin <cgriffin6@mac.com>
Date Fri 9/13/2024 1:07 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

3 attachments (6 KB)
icons8-facebook-48.pdf; icons8-instagram (1).pdf; icons8-twitter.pdf;

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Hello,

I live in Long Island City and also work here as a sculptor and owner of my business located at 43-01 21st Street. It's absolutely vital to me that I and other artists be able to continue to work in this community. As has been noted during the August 12 Zoom meeting, artists have been pushed out of other neighborhoods as those neighborhoods gentrify and prices rise. I would hate to see that happen here in Long Island City. The building in which my studio resides is owned by Rockrose, which also owns several luxury rental buildings. It's well run, clean, and a pleasure to work there. But I can't help but be concerned as I see so many luxury high-rise buildings going up around my studio. I worry that I might not be able to continue working there, after investing so much into my business.

My husband and I are senior citizens and he is on a fixed income. We love living in our neighborhood of Hunter's Point and want to continue to afford living here. We appreciate the mixture of the industrial and residential here in Long Island City. It's a wonderful place to be!

I want to do what I can to be able to stay in this neighboorhood — both to live and to work — which is why I've taken the time to write this email. Please, please, PLEASE consider the artists and the elderly with fixed incomes in your planning processes. If you'd like to contact me, please feel free to do so at the above email address, or call me at (917) 570-6539.

Thank you for your time and consideration.

Sincerely,
Carol Griffin



C.C. Griffin, Sculptor
carol@carolcgriffin.com
(917) 570-6539
www.carolcgriffin.com

Outlook

[EXTERNAL] Important LIC Resident Comments to Long Island City Neighborhood Plan

From Denise DeMars <denisedemars@gmail.com>
Date Fri 9/13/2024 3:44 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear Stephanie Shellooe, AICP

I am writing to express my strong opposition to much of the proposed housing development "Long Island City Neighborhood Plan." While I understand the need for affordable housing in our city, I believe that this project would have a detrimental impact on our community in LIC, Queens NYC. I own a condo not too far from the water and see the environmental issues we currently have that need to be addressed FIRST before any re-zoning, extension of the waterfront or any additional building of "income based" new housing takes place.

My comments below are based on my review of the plans discussed at the meeting which took place on August 12th 2024. I speak as a resident of LIC so I'll put this in simple terms as I am not a politician. But I know many residents feel the same as I do.

- After speaking with local LIC restaurant owners, small business owners, friends and residents in our neighborhood, I was flabbergasted and very disappointed to hear that many people in LIC don't even know about the plan. And if they do, it's very complex and labeled under the name "Environmental" and they do not realize/understand the full facts and implications of this plan because not enough communication to the general public has been put out there outlining the plans. For example, new buildings, re-zoning and adding to the waterfront.

- The proposed new development is simply too large for LIC. Over the past 10 years, we've had significant new building and planning changes and the neighborhood is adjusting to what has already been put into place. The increase

in population density is putting a strain on our already overburdened infrastructure, leading to increased traffic congestion, noise pollution, and strain on our public services and most importantly the infrastructure of our neighborhood sidewalks and waterfront. Public Parking in our neighborhood has been increasingly difficult to afford and has put a strain on street parking. Additionally, I've increasingly noticed cars being broken into (via broken windows and glass) an increase in crime that I haven't seen which started about 2 years ago.

- Another big issue (discussed but not resolved) is the removal of the food trucks from Center Blvd, LIC which not only takes up parking in our neighborhood but significantly hurts our nearby restaurant businesses AND MOST IMPORTANTLY attracts rodents especially rats at all hours of the day and night. The other day I myself almost stepped on a dead rat on the corner of 50th and Center Blvd. It was horrifying. Additionally they are also taking up bicycle and walking lanes. The food trucks are ill-kept and their hours of operation are not limited yet the restaurants and restaurant outdoor spaces are. The food trucks block the beautiful view of the City and the Waterfront. I often see large live rats running to and fro along Center Blvd. I almost walked over one a few months ago. This has been an ongoing problem. Additionally, many of our streets in LIC are very dark and need proper lighting or the existing street lights are not working. Why is this not a priority?

- The added new zoning construction of this project would result in significant environmental damage, destroying natural habitats, killing trees and green space and putting wildlife at risk. I've noticed a huge decrease of birds in the park and ducks in the water.

- As mentioned in the August meeting, the environmental issues we are having by the waterfront as it exists today needs to be protected and preserved and all the existing environmental damage should be completed BEFORE any additional plans are put to action. One example, as mentioned by the gentleman who runs the kayaking by the waterfront, there is nowhere to stop along the waterfront while kayaking and there is environmental damage along the water's edge that needs to be fixed and preserved.

- The neighborhood in which many of us worked very hard (and for many years to afford to purchase) would like to see our green space preserved. There is not enough green space planning and there are too many zoning recommendations for building more housing. Additionally, as someone mentioned on the call in August, there are little to no plans for the arts. We have no small space funding for actor/performing arts space. Where are the arts in LIC except for the concerts by the Waterfront?

- I also agree that there is too much focus on low income housing as opposed to many people I heard pleading for housing for 3 bedrooms so they can stay in the neighborhood in which they grew up with their growing families. We need to support the people who supported LIC for the last 10+ years as their family needs change and grow as opposed to forcing them out or making it difficult to sell due to the change in our neighborhood.

- I strongly oppose the proposal to connect the waterfront from Queensbridge Houses to Gantry park for many of the reasons above. Furthermore, the type of housing being proposed is simply not in keeping with the character of our neighborhood. This development would bring in a large number of low-income residents, which could lead to increased crime rates and other negative social effects. It would also drastically alter the aesthetic of our area, replacing the existing greenery and open spaces with a monolithic, high-density housing complex.

- Finally, I am deeply concerned about the impact this development would have on property values in the surrounding area. The influx of low-income residents could result in a decline in property values, making it difficult for current residents to sell their homes and move elsewhere.

- In conclusion, I strongly urge you to reconsider this proposed housing development. While I recognize the need for affordable housing we are already seeing the effects of the current building built in the last couple of years. We need time to resolve the current issues. I believe that this project is simply not the right fit and needs to be re-directed.

Thank you for your attention to this matter.

Sincerely,
Denise DeMars
Resident owner LIC, NY

Outlook

[EXTERNAL] Long Island City Neighborhood Plan Comment Submission

From dltlicnyc@aol.com <dltlicnyc@aol.com>
Date Tue 9/10/2024 11:08 AM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Please submit the following suggested proposals in regards to the Long Island City Neighborhood plan for Investments for the Queensbridge Houses:

1. Needed Renovation To The PAL Daycare Facility

2. Offer Child Care Discounts or Scholarships

3. Upgrade/Renovate The Children Showers In The Playgrounds Inside The Queensbridge Development

4. Create/Expand Parking Facilities For Queensbridge Residents

5. Designate/Create A Dog Park Area

6. Upgrade/Renovate The Jacob Riis Older Adults Senior Center

7. Upgrade/Renovate The Children's Playground Area In Queensbridge Park

8. Grant Community Access To the Vacant Community Room In The New Park House In Queensbridge Park.

Please feel free to contact me if there are any further explanations or questions needed. Thank You!

September 12, 2024

Dear Department of City Planning,

My name is Zhen Mei Chen, and I am the owner of 46-18 Vernon Blvd, Long Island City, NY 11101 (Block 27 Lot #1).

I want to express my gratitude for your efforts in updating the zoning regulations and developing the Long Island City Neighborhood Plan. These changes are vital for fostering growth in our community.

While reviewing the proposed rezoning map, I noticed that my property is not included in the plan. I respectfully request that you redraw the boundaries to incorporate my property, which is adjacent to Plaxall's property at 5-35 46th Road (Block 27 Lot #5), slated for rezoning to R7A. Our prime corner location, with easy access to public transportation, is ideally positioned to welcome new residents, just like the adjacent Plaxall properties.

I wholeheartedly support the plan's objectives of creating housing, generating jobs, and enhancing our mixed-use neighborhood. These changes will increase residential density, boost foot traffic, and stimulate the local economy. Additionally, ensuring improved sanitation and police presence is essential for maintaining safety in our streets and public spaces.

Thank you for considering my request.

Best regards,
Zhen Mei Chen

Zhen Mei Chen

September 12, 2024

Dear department of city planning,

My name is Luo wu Zheng , and I am the property owner 46-18 Vernon Blvd. Long Island City, NY 11101 (Block 27 Lot #1).

First, I would like to thank the Department of City Planning for their efforts in updating the zoning regulations and for considering the Long Island City Neighborhood Plan. The proposed changes represent a significant step forward in fostering growth and development in our community, and I appreciate the opportunity to voice my perspective on this critical issue.

In reviewing the proposed rezoning map, l noticed that my property is not included in the plan. I would appreciate your redrawing so that my property can be included along with my neighbor 5-35 46th Road (Block 27 Lot #5) in same the Rezoning Plan R7a .

The prime location of the property on the corner with its easy access to public transportation would be a perfect place to welcome new residents.

I support the rezoning plan's objectives to create new housing, generate job opportunities, and enhance Long Island City's mixed-use character. The proposed changes will increase residential density, boost foot traffic, and stimulate the local economy. These enhancements are vital for our authentic mixed-use neighborhood. It's essential to include increased sanitation and police presence to ensure our streets, green spaces, and public areas are safe and meet the needs of our growing vibrant community. We hope this plan will also bring more open space, infrastructure and transportation improvements, and attract more investment, benefiting retail businesses and the community overall.

Thank you for your time and consideration.

Luo wu Zheng



Outlook

[EXTERNAL] LIC Neighborhood Plan - Scoping meeting Testimony & Comments

From Elliot Park <elliot.park@shineny.com>
Date Tue 9/10/2024 1:30 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear Department of City Planning,

I am Elliot Park, a business and property owner in Long Island City's Industrial Business Zone (IBZ) at 4231 9th Street, LIC, NY 11101. I appreciate all your efforts in updating zoning regulations and considering the Long Island City Neighborhood Plan.

I fully support the goals of the rezoning plan to create new housing and job opportunities. However, I urge you to pair these enhancements with increased sanitation and police presence for the safety of our community.

I have concerns about the proposed zoning changes within the IBZ, particularly the inconsistencies in density designations. I request that my property in the proposed IBZ rezoning (Block 461, Lot 9) and the adjacent properties be rezoned to M1-5A, similar to the northern side of my block on Queens Plaza South, extending the proposed zoning to include my entire block up to 43rd Ave.

In conclusion, I urge you to consider higher density rezoning for the IBZ and, if possible, to incorporate residential uses into the IBZ, fostering a more resilient Long Island City.

Thank you for your consideration.

Best regards,
Elliot Park

President & CEO
Shine Electronics Co.
4231 9th Street
LIC, NY 11101
718-710-8226 cell
718-361-7360 office
https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.shineny.com%2F&data=05%7C02%7CJMitchell%40planning.nyc.gov%7C51fff197aa7742de0efe08dcd1be5301%7C32f56fc75f814e22a95b15da66513bef%7C0%7C0%7C638615862591740558%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=fT2MHakX3QOYstupSwWWrQgzQfacUIAL%2BB2EKMYMDh4%3D&reserved=0

Eulisis Capital LLC
50 Bank Street New York, NY 10014

September 12th, 2024

Department of City Planning
New York City

Dear Members of the Department of City Planning (DCP),

I hope this letter finds you well. My name is Adam Nagin, and I represent Eulisis Capital LLC, a relatively new addition to the neighborhood. Although we are new to this specific location, my family has been actively engaged in New York City's real estate sector since 1933, spanning four generations of experience.

We became involved with the property located at 42-45 12th Street after acquiring it through a foreclosure auction, as it was in a state of financial distress. The previous owner, Cornell Realty, faced financial difficulties and was unable to realize their vision for the property. They owned the site from 2018 until 2023. Prior to Cornell's ownership, the Benatti family held the property for many decades, during which the latter part of their tenure it remained a vacant warehouse. As a result, this strategically located building has stood mostly vacant for at least 15 years—an unfortunate reality given its location in one of the world's most dynamic cities.

The building's prolonged vacancy, we believe, stems from a combination of its outdated design and evolving demands in the industrial leasing market. Originally constructed in the 1920s as the 'Duplex Motion Studio,' the Steinway Building no longer aligns with the needs of modern industrial users, who typically seek single-story spaces with truck access. The building's multi-story layout, along with zoning restrictions that prohibit self-storage uses, has rendered it unsuitable for many prospective tenants. Nevertheless, it is our sincere desire to see the property utilized in a way that contributes meaningfully to the local economy.

While residential zoning may not be appropriate for the Steinway Building specifically, we believe that creating a more mixed-use environment in the neighborhood will attract a diverse range of artistic and light industrial tenants. This, in turn, would serve both the evolving needs of the community and the commercial potential of the property. Additionally, ground-floor commercial spaces could be more effectively utilized in a vibrant mixed-use neighborhood, as opposed to the largely deserted streetscape we see today.

We fully support the vision of broadening the scope of the neighborhood to include more flexible zoning options. This would not only provide a productive future for the Steinway Building—vacant for almost two decades—but also boost the local economy, support businesses, and attract new residents. Vacant buildings benefit no one, and filling these spaces with dynamic, sustainable uses should be a priority for all of us.

Along with many fellow business owners on 43rd Avenue, I strongly advocate for the integration of residential and mixed-use developments within the IBZ. Doing so will enhance the vitality of the neighborhood and better serve the community at large.

Thank you for your consideration.

Sincerely,



Eulisis Capital LLC

Adam Nagin, Manager

Outlook

[EXTERNAL] LIC plan comment

From Evie Hantzopoulos <eviehantzopoulos@gmail.com>
Date Fri 9/13/2024 5:10 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I am writing regarding the LIC plan and scoping. My thoughts to consider:

-Rezoning with removal of public lands from consideration as proper community engagement has not occurred
- Alternative plan for a community land trust at the DOE building to establish affordable commercial, manufacturing, artist workspace, and community facilities
- impact of R10 zoning near QUeensbridge Houses and replacement with contextual zoning that requires 100% affordable with levels that NYCHA residents can qualify for
- Current MIH requirement still results in overwhelming the neighborhood with luxury high priced rentals. Higher percentage of MIH than legally required given the enormous increase in land value through the zoning
- Cost for all the necessary infrastructure improvements with expanded radius for Study area given the nature of large scale developments nearby like Innovation QNS.

Thank you.

Evie Hantzopoulos

Outlook

[EXTERNAL] Long Island City IBZ rezone

From Faisal nyspacefinders.com <faisal@nyspacefinders.com>
Date Fri 9/13/2024 1:24 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Good afternoon,

I hope this message finds you well. I am writing to express my support for a **zoning change in the Long Island City Industrial Business Zone (IBZ)**, specifically the **section bordered by the Queensboro Bridge to the northern and Vernon Blvd to west,** to allow for mixed-use development, including residential units. As a commercial real estate broker who has specialized in industrial properties in the Long Island City area for over a decade, I have witnessed the evolution of this neighborhood firsthand, and I believe a change is not only overdue but essential for its continued growth.

While Long Island City has flourished over the years—transforming into a vibrant hub full of life and activity—the IBZ has remained desolate, isolated, and largely underutilized. The lack of dining options, amenities, and overall infrastructure has made it challenging to attract non-manufacturing commercial tenants to the area. Despite its proximity to the more dynamic parts of LIC, the IBZ continues to struggle, with few facilities to support the kinds of businesses that could thrive here if the zoning were more flexible.

In my experience, I have encountered numerous businesses that would consider relocating to this area but have been deterred by the bleak industrial landscape. The rigidity of the current zoning regulations, which limit the types of businesses that can move in, paired with the lack of amenities, has created an environment where it is difficult to attract long-term commercial tenants. A more mixed-use zoning would breathe life into this part of LIC, fostering both residential and commercial growth, and allow the area to catch up with the surrounding developments.

I urge the Department of Planning to consider a zoning change that would allow residential and commercial mixed-use in this IBZ area. This shift would encourage investment, help revitalize the neighborhood, and ultimately contribute to the ongoing success of Long Island City as a whole.

Thank you for your time and consideration. I look forward to any updates regarding this matter and would be happy to discuss this further if needed.

Best,

Faisal Gilani
Associate Broker
NY Space Finders Inc. I Real Estate
31-19 Newtown Ave. Suite #303
Astoria, NY 11102

C: 925-285-3075
F: 718-440-8165

NYSpaceFinders.com

NYSPACE FINDERS



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Dear Department of City Planning,

We, the undersigned property and business owners, write to express our strong support for the One LIC Neighborhood Plan. We applaud the plan's commitment to addressing the needs of our community by fostering new housing and job opportunities.

However, we wish to voice our concerns regarding a specific aspect of the proposed zoning changes. We respectfully petition the Department of City Planning to consider **extending the M1-5A designation on partial sections of blocks along Queens Plaza South, between Vernon Blvd and 13th Street, further south to align with our properties on 43rd Ave**. Please refer to the "purple" markup of the zoning map to see our requested amendment.

This extension is vital for several reasons. First, it would significantly enhance the density within the Industrial Business Zone (IBZ), which is critical for supporting local businesses and attracting new investment. Second, it would create a seamless contextual transition from the higher-density blocks of the west along the waterfront, fostering a more cohesive and vibrant urban landscape.

We believe that this adjustment would not only benefit our commercial neighborhood but also contribute to the overall success of the One LIC Neighborhood Plan, making it a more inclusive community.

Thank you for considering our proposal. We appreciate your dedication to shaping a better future for Long Island City.
Sincerely,

Mi Song Park
Address: 11-17 43rd Ave Long Island City, NY 11101 (Block: 459 Lot:1)

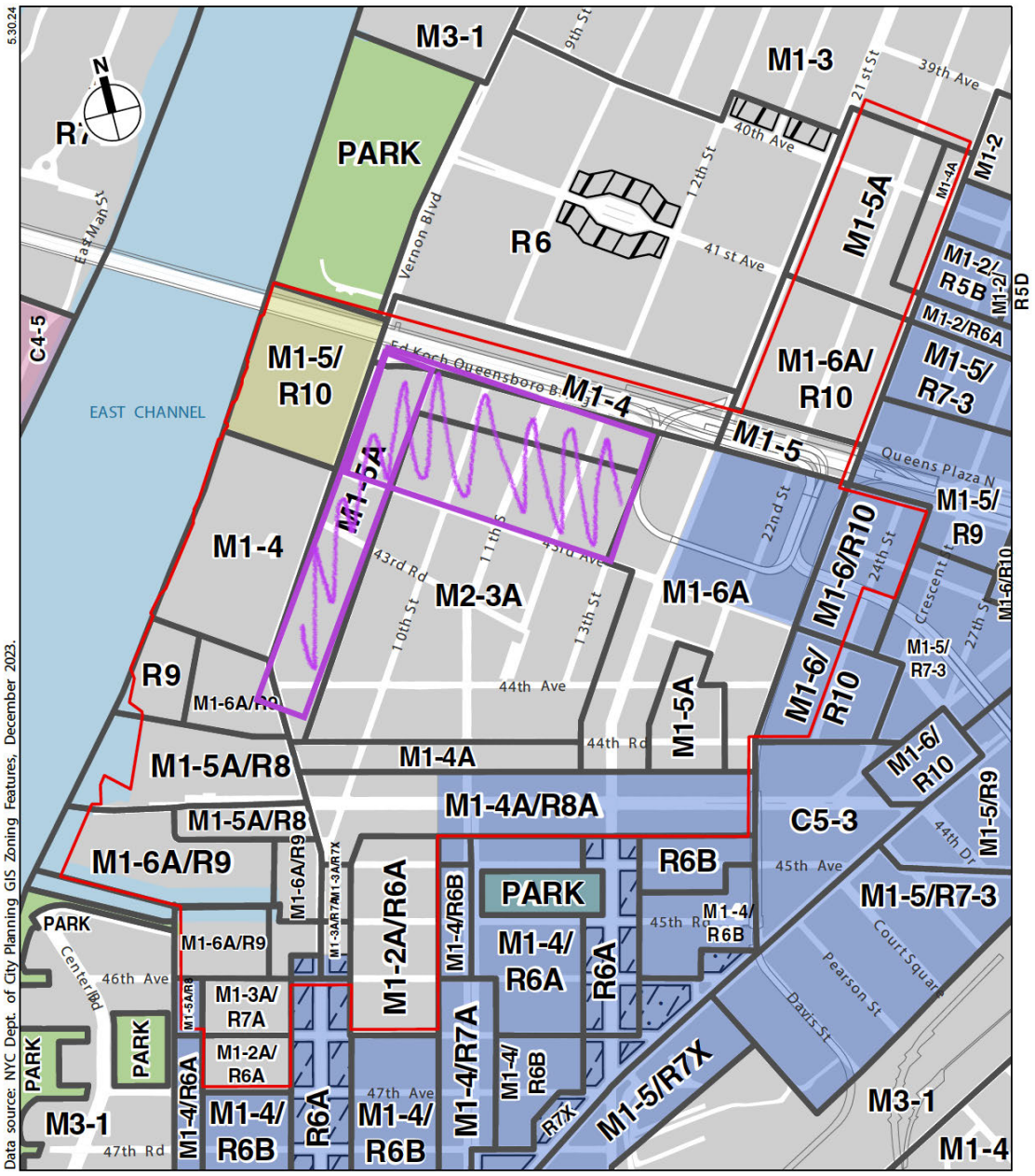
Michael Damelin
Address: 10-11 43rd Ave Long Island City, NY 11101 (Block: 460 Lot:4)

Joe Schinco
Address: 10-15 43rd Ave Long Island City, NY 11101 (Block: 460 Lot:1)

Adam Nagin
Address: 42-45 12th Street Long Island City, NY 11101 (Block: 458 Lot:83)

Jonna Stark
Address: 9-09 43rd Ave Long Island City, NY 11101 (Block: 461 Lot:5)

Suzan Rhee
Address: 10-01 43rd Ave Long Island City, NY 11101 (Block: 460 Lot:5)



Proposed Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 4

Outlook

[EXTERNAL] Upzoning of Long Island City

From Janet Belden <jbelden@rcn.com>
Date Fri 9/13/2024 3:31 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I would like to testify that I am not in favor of the apocalypitc rezoning of Long Island City. I am so very tired of living in a construction zone. Even though, I do love LIC and have lived here for over 35 years. I would like to continue to live here but it's pretty obvious that I'm being priced out with the vast amount of Luxury buildings that continue to be built here. As the AMI goes up so do my chances of affording so called affordable housing.

Why does the fastest growing area of New York City and even in the country need even more height and more density? What about infrastructure?

Why is the city considering building even more and higher buildings in a flood zone?

Why are these so called affordable housing buildings unaffordable for most people who have called Long Island City their home for decades?

Why can't we slow down the acceleration and take a deep breath and make a comprehensive plan that follows the suggestions of our community members who have attended these many meetings held in the pretext of asking for their needs and opinions?

Why was the scoping meeting held during the middle of August at 2pm when most people are out of town or working their jobs?

I am not against building per se but what about green space and community involvement that could be provided for in the planning process? Let's try to make Long Island City an example of how a community can thrive and not be overrun by greed and lack of acknowledgment of the climate change crisis that we are experiencing.

Thank you.

Janet Belden
Long time resident of Long Island City

Outlook

[EXTERNAL] Dear NYC Department of City Planning

From kalsang yangtso <noreply@adv.actionnetwork.org>
Date Wed 9/11/2024 4:35 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

As a resident of the Queensbridge Houses, I call on the OneLIC project to include vital improvements that will improve the quality of Queensbridge residents. For too long, Queensbridge has been excluded from the deep investments that the rest of Long Island City has received.

The OneLIC project must include following :

- Investment in the Queensbridge Houses. Queensbridge has extreme capital needs such as elevators that go out for months at a time, door locks that are broken so anyone can enter our buildings, and a laundry list of maintenance issues in individual apartments.

- A New Community Pool in Queensbridge Park: Bring back a larger version of the pool that existed in Queensbridge Park in the 1970s. Pools are not just a place for recreation but also education and community building.

- A Dog Park in Baby Queensbridge Park: Our pets deserve better recreational facilities and this will lead to cleaner streets in Queensbridge.

- Repairs and expansion of the PAL Early Childhood Center: Repairs have been needed to this center for a long time, and our children deserve the same resources and amenities as any other child in the city. We need additional capacity as the number of children in the development and surrounding area has increased.

- Repairs for the Riis Community Center: Another vital community space in the heart of Queensbridge Houses that has been neglected for far too long.

- A New Grocery Store: Access to fresh, affordable food is essential for our health. We need a new grocery store with affordable nutritious and delicious food.

- New Parking Lot. A new parking lot would help with congestion and people would stop parking their cars in what is supposed to be a public Greenway.

- Connect Queensbridge Park with the rest of the parks along the LIC waterfront.

As members of the largest public housing complex in the country, we urge you to address our long-standing neglect and ensure that Queensbridge Houses priorities are included in the OneLIC project. The project's Environmental Impact Statement must examine the feasibility of these investments.

kalsang yangtso
yangtso05@gmail.com
4001 Vernon Boulevard
Long Island City, New York 11101

Outlook

[EXTERNAL] LIC Families Need Schools, Pools, and Housing!

From Keeley McNamara <noreply@adv.actionnetwork.org>
Date Wed 9/11/2024 9:58 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

Long Island City's families need schools, pools, and housing!

As the City plans for the future as part of the One LIC Neighborhood Plan, it must plan for our families. We need:

100% of housing on public land should be affordable and new housing should prioritize two- and three-bedroom units so we can raise families here.

A new indoor YMCA recreation center with a pool and an outdoor pool in Queensbridge Park.

At least 4 more public schools, including the promised Vernon Blvd Middle School and three new K-8 schools.

Public 3K and Pre-K seats. We shouldn't have to travel to other neighborhoods for affordable pre-school.

Renew Queens low / free cost space for shared after school and weekend programs for toddlers such as theater.

Work must begin immediately to reopen the green space at Murray Playground, which is the largest inland green space in Long Island City, with the only public dog park in the Court Square area.

Support and funding for the LIC Ramps project, also known as the Underline at Dutch Kills, and new open spaces under the bridge ramps.

The City must help families that love Long Island City and want to raise their families here. We need schools, pools and housing.

Keeley McNamara
keeleyryan@gmail.com

3347 14th St Apt 14a
Astoria, New York 11106

Kenneth Greenberg
10-30 46th Road
Long Island City, NY 11101

Re: OneLIC EIS Draft Scope of Work. (CEQR No. 25DCP001Q)

Equity and Representation

As a long time resident and business owner who has founded and participated in multiple community organizations it is clear that while the DSOW might comply with the letter of the law it does not meet the spirit and intent. CEQR requires city agencies to "assess, disclose, and mitigate to the greatest extent practicable the significant environmental consequences of their decisions to fund, directly undertake, or approve a project." Certainly implicit is that the fullest direct input from those in the community with deep knowledge and experience as well as on the ground organizations as well as its representation by the Community Board should inform a proposed project of the magnitude planned.

The virtually silent release of the DSOW, the scheduling of the scoping session in mid-August, and an unreasonable, unexplained, and unyielding short deadline for comments denied the community ample time for significant input to the actual plan.

DCP has substituted its OneLIC community meetings as actual input to its plan. On paper there is an appearance of community outreach. Instead of true engagement with the emerging plan, our goals and aspirations were simply repeated back to us with no connection to the actual plan that was silently developing over the same time period.

Virtually no details of the emerging plan were revealed until the very last meetings and these were severely lacking in any detail that would assist the community to understand its impact. Even to this date no dimensional renderings of what the overall massings will look like have been revealed to the public.

The choice was made to filter community aspirations through a private entity, WXY, that is not only financially dependent on the development sector but has already had a recent substantial financial interest with one of the beneficiaries of the proposed upzoning. The appearance if not the reality of a conflict of interest is highly questionable. It goes against the CEQR requirement to prioritize equity as the guiding principle for the implementation of all initiatives.

No community members, community groups, or even the Community Board have participated in any discussion that informed the actual zoning proposals. There is no evidence that comments over the past months from the community are represented in the released plan. There is no clear link between the community's needs and a plan that quietly developed in isolation and in the background.

Mitigation of the significant broad and irreversible consequences of the proposed upzone calls for an extended, more direct, non-gated, inclusive process in the actual crafting of Land Use designations and their proposed locations. Mitigation for the lack of meaningful input as it relates to the actual plan needs to happen now – not after certification when it will be too late. The timeline must be extended to gather input from the Community Board, established local advocacy groups concerned with area wide resilience and sustainability, and long term stake holders. And there must be a means to directly influence and inform the actual zoning decisions.

Industry, Creative, and Commercial Space

The Onelic plan as it applies to manufacturing zones including the IBZ and surrounding areas will absolutely affect and displace local industry, creative, and commercial operations. The impact will be both direct and indirect. The belief that the increased opportunities to build will somehow make industrial and commercial space more affordable has not been the case in Long Island City. It is a theory with no data to back it up. Data from the actual impact on prices over the past two decades of unparalleled growth must be included in the EIS. Mitigation would be to have less height and density than proposed and for these changes to be within a much smaller region than proposed. Additional mitigation is to commit adequate funding in advance to support, protect, and preserve existing businesses and creative spaces that are already in place.

Infrastructure and Resiliency

It is well known that Long Island City's infrastructure is already strained beyond capacity. This applies to transportation, health, open space, protection against flooding, reducing heat islands, and the capacity of our sewers. Increased height and density will exacerbate what is already a critical hazard to safety, health, and quality of life.

With each new zoning plans there have been unfulfilled promises to address our infrastructure. The EIS must study the history of how prior work on these issues have not at all kept up with the pace of development. This data must inform work that must be done before any permit is issued. Mitigation must have a viable plan with existing funds – not theoretically presumed funding – so that the infrastructure can catch up before its problems are a disaster and a detriment to economic growth.

Construction Impact

Most areas of Long Island City has been under continuous heavy construction for the past two decades. This has created increased air pollution, debris, noise, traffic congestion and general disruption of businesses and people's lives. In 2005 the neighborhood was exposed to air from waterfront excavation and poorly contained soil on trucks that irritated people's throats, and caused asthmatic reactions, and even worse, exposed the neighborhood to what was eventually found to be carcinogenic benzene. Local homes had fumes from 19th century coal tar and oil seeping into their basements. None of that had been prepared for in advance.

Mitigation must include a coherent area wide air and health safety plan as well as continual monitoring of air and soil quality on all major construction sites.

Resiliency and Open Space

Our waterfront has the last remaining public open space and it is in the lowest point of the floodplain. Despite the call from local groups, the Community Board, and elected representatives to preserve this singular asset for resilient and open public space, the OneLIC plan chooses to focus on a short sighted goal of adding more residential housing. While all agree on a City wide need for affordable housing, the proportion offered in the plan is miniscule and being dependent on MIH will not guarantee true affordability. Additionally Long Island City as the fastest growing neighborhood has already met its share. To build more – especially on the waterfront – goes against the City of Yes stated goal to distribute more housing equitably.

But more important is that the public land can serve a much broader purpose than simply another high rise residential building whether affordable or not. The DOE and DOT properties have far greater potential to become area wide community amenities and economic engines. The land along the water has greater potential to be open space that could be a bridge between communities. Of greatest importance is that the waterfront can be an absorptive natural habitat that will help protect the wider community from flooding and storm surges.

The only real mitigation for the present deficiencies and the greater damage the plan could bring about is to simply not add residences to the public waterfront and adjoining public land.

City Commitment Prior to Permits

Past history of zoning large and small has come with a wide range of issues uncovered in prior Environmental Impact Studies and outlined mitigation. But development proceeds and the supposed required mitigation does not take place. There is no means to enforce what was required because it is easier for the City to instead make future commitments without actually setting aside secured funds. The EIS thus becomes a hollow document.

An upzone of the scale and breadth proposed cannot repeat this history. Again, this is an instance where the mitigation needs to be in advance otherwise the issues being addressed just get worse. The zoning should not become law until certain commitments are funded and properly sequenced.

The OneLIC plan is supposed to make life better not add to and multiply our deficiencies.

Outlook

[EXTERNAL] Comments on the LIC neighborhood plan

From Leo Guttmann <ldguttmann@gmail.com>
Date Tue 9/10/2024 8:21 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I'm a resident in Queens Community District 1, just outside of the study area in Court Square.

I spoke at the scoping meeting held last month, and would like to reiterate my stance on the project in written form here. To me, the highest priority is getting as much residential growth as possible in the study area. I find the draft scope of work encouraging but would like it to go even further.

Some blocks in the study area aren't getting rezoned at all, and I think that's a mistake. Other parts of the study area get no new residential because they're in the IBZ - I believe that's also showing a lack of vision for what the future of LIC can be. Light industrial uses are perfectly compatible with residential uses, and the residential need is great enough that the option should be considered.

I'd also like to see how city-owned land on the waterfront can be used for housing. I know there have been calls for housing on city-owned land to be 100% affordable, but the details matter on funding, and if market-rate units allow for a greater quantity of affordable units too, that would be an improvement.

LIC is a transit-rich and job-rich neighborhood that can support continued strong growth. I look forward to the neighborhood plan making this part of the city even better.

Thank you,
Leo Guttmann

September 13, 2024

Dear Members of the Department of City Planning,

My name is Jonna Stark, and I am writing to you regarding the Industrial Business Zone (IBZ) in Long Island City. I appreciate the efforts of the NYC Department of Planning and Council Member Julie Won who have brought attention to this rapidly transforming area of Long Island City through the One LIC Neighborhood Plan.

I am a resident of Long Island City and own one of the few residential houses in the IBZ on 43rd Avenue. If this area of Long Island City is to continue to transform and support the needs of this community, I believe strongly that the plans for this area absolutely need to include more residential. The location of my house is a block where all the neighbors know each other. But as many have explained, the area is dark at night with few lights and not a lot of foot traffic. It would make sense to add more residential in this area to support the rapidly expanding neighborhood of LIC. And to support all of the fledgling businesses that are growing around this area, we need more people who live here.

I believe strongly that a combination of residential, industrial, and commercial can coexist together in a very symbiotic way. Businesses bring jobs, as well as bring people together, within a neighborhood. But you need people living here—residents of the area—to help form and build these communities. You need people who live in this actual neighborhood to take pride in their community and support and add to these local businesses. I support and ask you to consider higher density rezoning for the IBZ, including residential uses, and to include the M1-5 zoning from the north to be extended down to 43rd Avenue.

Thank you for your time and efforts.

Sincerely,

Jonna Stark
My cell: 917-696-3698

Outlook

[EXTERNAL] Comments on LIC Neighborhood Plan

From Mandana Limbert <mani@umich.edu>
Date Fri 9/13/2024 12:32 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

2 attachments (6 MB)
IMG_6753.jpg; IMG_6779.jpg;

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To Whom it May Concern:
I have been a resident of Court Square since 2011 and have appreciated some of the changes in my neighborhood. I am not opposed to rezoning the area under review. However, I believe that the current draft scope of work for ONE LIC is simply a recipe for further over-development and is another gift to developers. Contrary to what DCP has claimed, this is not a "comprehensive plan" that appreciates resident wishes and concerns.

As structured, the plan for the Environmental Impact Study provides a false choice: between doing "nothing" and doing this (extreme) rezoning. A true study would ALSO provide an option for "Medium Density." CB2 has similarly pointed out that DCP is providing a false choice and has asked for a "Medium Density" study as well.

WHAT ONE LIC PROPOSES:

A. The current ONE LIC plan simply gifts developers the ability to build **50-65 NEW "high, higher, and highest" TOWERS**. Where is the rest of the "comprehensive" part? What exactly is "high, higher, and highest?"

B. In fact, despite the thousands of resident complaints about needed parks and green and open spaces, and the lack of tree canopies, where are the plans for climate mitigation and environmental repair and health? The city does not demonstrate its commitment to these and other neighborhood needs in its scope of work.

C. Similarly, instead of extending an actual park along the waterfront, the plan calls only for a narrow walkway/path, while the waterfront -- which is in a FLOODPLAIN -- will be private towers.

D. Given recent flooding and the havoc of climate change, the city has actually understood in general the necessity of trying to reverse the environmental degradation and health problems that over-development causes. **Local Law 1065 passed just last year, for example, mandates that the city plan to increase its tree canopy to 30%.** Yet, the tree canopy in Court Square is at 0-10%. And in an article published in Gothamist earlier this year, documenting each new tree planted and planned to be

planted this year, there were NONE in Court Square and Long Island City. None. With all these towers, this plan simply exacerbates the problem.

RATHER:

We can achieve BOTH much-needed housing AND a walkable, breathable, healthy neighborhood.

A) Zone for an expanse of **low and medium-height buildings**, where there can be a lot more much-needed and infrastructurally sustainable (think, at a minimum, sewage and flooding) housing and where trees can actually grow (30% canopy) and where people -- humans -- can actually enjoy the streets and live.

B) Reproduce where people in Court Square actually like to congregate -- in the areas with low and medium height buildings -- not along the sterile blocks along Jackson Avenue and Queens Plaza. I don't know anyone who wants to go to Queens Plaza to spend time. In fact, learn from established neighborhoods like Sunnyside or Astoria or most of Brooklyn (rather than taking Midtown Manhattan and Queens Plaza as models).

C) In addition to long-existing small businesses, there are many new wonderful, community oriented, small businesses organically popping up in this area -- from around the Glacial Rock to Greats of Craft to Pickleball Courts -- and all of that will be swallowed up in this plan. ONE LIC ignores all of this activity and life. Allow these business to remain with low to medium height buildings.

D) Instead of only studying either doing nothing and doing this extreme re-zoning, study the environmental impact of **Medium Density**. The options currently under consideration are a false choice.

Mandana Limbert

PS. I attach photographs of trees that are currently being trapped (with 6 feet) between a new development (23-10 42nd Rd) and the Queensboro Bridge ramp. One is taken from underneath the ramp, and the other is from above the 7 train. Is this the kind of EIS approval we can expect? Did Parks approve this?

Outlook

[EXTERNAL] 25DCP001Q_DL

From Melissa Bieri <missybieri@gmail.com>
Date Thu 9/12/2024 8:07 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>
Cc Melissa Bieri <missybieri@gmail.com>

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Environmental Impact Survey Response: Upzoning in Long Island City (LIC)

1. Introduction

Thank you for the opportunity to provide feedback on the proposed upzoning in Long Island City (LIC). As a concerned resident and advocate for sustainable and equitable urban development, I would like to share my views on the potential environmental and socioeconomic impacts of this upzoning proposal.

2. Environmental and Socioeconomic Concerns

a. Increased Greenhouse Gas Emissions: Upzoning typically leads to higher density and increased construction activities. This can result in elevated greenhouse gas emissions from construction and increased energy consumption in new buildings. To address this, the proposal should include measures such as adopting energy-efficient building standards, integrating renewable energy sources, and implementing sustainable construction practices and low density.

b. Impact on Local Ecosystems and Bird Populations: LIC has diverse local ecosystems that could be adversely affected by increased development. Higher density can disrupt local flora and fauna, particularly impacting bird populations through increased mortality from collisions with buildings and altered migration patterns. Light pollution from dense development can also interfere with birds' natural behaviors. The proposal should include bird-friendly building designs and strategies to reduce light pollution, such as using lower-intensity lighting and shielding to minimize skyglow.

c. Urban Heat Island Effect: Increased density and reduced green space can exacerbate the urban heat island effect, leading to higher temperatures and increased energy consumption for cooling. To mitigate this, the proposal should integrate green roofs, urban parks, and reflective building materials into the development plans.

d. Water Management: The increase in development will put additional pressure on local water resources and sewage systems. Effective stormwater management and upgrades to sewer

infrastructure are essential to handle increased demands without compromising water quality or availability.

e. Affordable Housing: A critical concern with upzoning is ensuring that the development includes provisions for affordable housing. Without adequate truly affordable housing components, existing residents are already being displaced and exacerbating housing inequality. The proposal should mandate that a significant portion of new developments include deeply affordable housing units to support a diverse and inclusive community.

f. Cost of Building in a Flood Plain: LIC is located in a flood-prone area, which presents additional challenges for new construction. Building in a flood plain involves increased costs for flood mitigation measures and poses risks to long-term property values and safety. The proposal should address these concerns by incorporating flood-resistant building designs, elevating structures, and investing in improved flood management infrastructure plus thinking about the surrounding community and not just putting that burden on the community upland.

g. Need for Open Space: Increased density can lead to a reduction in open spaces, which are vital for community well-being, recreation, and environmental balance. The proposal should ensure that adequate open spaces are preserved or created, including parks and green corridors, to maintain a healthy and livable urban environment - including soccer fields and baseball fields not just walk ways.

h. Public Schools and Affordable Services: With the expected population growth from upzoning, there will be increased demand for public services, including schools. It is essential that the proposal includes provisions for expanding or building new public schools to accommodate the growing population of students. Additionally, the development should consider the need for affordable services such as healthcare, childcare, and community centers to support the needs of all residents. In addition, affordable stores and small businesses.

3. Recommendations

a. Green Building Standards: Implement and enforce high environmental standards for new developments, including energy-efficient systems, sustainable materials, and renewable energy installations and keep the density what it is.

b. Preservation of Green Spaces: Ensure that existing green spaces are preserved and that new parks and green areas are integrated into the development plan to offset the effects of increased density.

c. Bird-Friendly Design: Incorporate bird-friendly building practices to minimize collisions and light pollution. This can include using non-reflective glass, incorporating bird-safe building materials, and reducing nighttime lighting.

d. Comprehensive Environmental Impact Assessment: Conduct a thorough environmental impact assessment to evaluate the full range of potential effects and develop strategies for minimizing negative impacts. This assessment should be transparent and include public consultation.

e. Infrastructure Upgrades: Invest in necessary upgrades to water management, sewer infrastructure, and flood management systems to support increased development and prevent future environmental and infrastructural issues.

f. Affordable Housing Requirements: Mandate that new developments include affordable housing units to prevent displacement and promote community diversity.

g. Flood Mitigation Measures: Incorporate flood-resistant building practices and invest in improved flood management infrastructure to address the risks associated with building in a flood plain.

h. Creation of Open Spaces: Ensure that new developments include provisions for adequate open spaces, such as parks and recreational areas, to support community health and well-being.

i. Expansion of Public Services: Plan for the expansion of public services, including the construction of new schools and the provision of affordable healthcare, childcare, and community services, to meet the needs of the growing population.

j. Keep artist and small businesses in the community. Ensure that artists are able to stay in the community through programs that support the arts and artist live works spaces.

K. **DOE building should be used as a community space**

L. All public space needs to remain public and not be sold to developers

4. Conclusion

In conclusion, addressing concerns related to greenhouse gas emissions, ecosystem impacts, bird populations, affordable housing, flood risks, open space availability, and public services, artist, public land for public use will ensure that LIC's growth is sustainable, equitable, and supportive of all its residents. I urge decision-makers to consider these factors carefully and implement strategies to address them effectively.

Thank you for considering my feedback.

Sincerely,

Melissa Bieri
LIC Resident and Parent of a child at 384Q

Outlook

[EXTERNAL] Dear NYC Department of City Planning

From Nancy jara <noreply@adv.actionnetwork.org>
Date Thu 9/12/2024 10:39 AM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

As a resident of the Queensbridge Houses, I call on the OneLIC project to include vital improvements that will improve the quality of Queensbridge residents. For too long, Queensbridge has been excluded from the deep investments that the rest of Long Island City has received.

The OneLIC project must include following :

- Investment in the Queensbridge Houses. Queensbridge has extreme capital needs such as elevators that go out for months at a time, door locks that are broken so anyone can enter our buildings, and a laundry list of maintenance issues in individual apartments.

- A New Community Pool in Queensbridge Park: Bring back a larger version of the pool that existed in Queensbridge Park in the 1970s. Pools are not just a place for recreation but also education and community building.

- A Dog Park in Baby Queensbridge Park: Our pets deserve better recreational facilities and this will lead to cleaner streets in Queensbridge.

- Repairs and expansion of the PAL Early Childhood Center: Repairs have been needed to this center for a long time, and our children deserve the same resources and amenities as any other child in the city. We need additional capacity as the number of children in the development and surrounding area has increased.

- Repairs for the Riis Community Center: Another vital community space in the heart of Queensbridge Houses that has been neglected for far too long.

- A New Grocery Store: Access to fresh, affordable food is essential for our health. We need a new grocery store with affordable nutritious and delicious food.

- New Parking Lot. A new parking lot would help with congestion and people would stop parking their cars in what is supposed to be a public Greenway.

- Connect Queensbridge Park with the rest of the parks along the LIC waterfront.

As members of the largest public housing complex in the country, we urge you to address our long-standing neglect and ensure that Queensbridge Houses priorities are included in the OneLIC project. The project's Environmental Impact Statement must examine the feasibility of these investments.

Nancy jara
ndrjb0205@hotmail.com
4013 , Vernon Blvd
LIC, New York 11101

Outlook

[EXTERNAL] Request

From Nicollette Barsamian <barsamiann@gmail.com>
Date Fri 9/13/2024 4:26 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

Some people who received this message don't often get email from barsamiann@gmail.com. Learn why this is important

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Please address including the Long Island Rail Road and Metro North Amtrak station around Queens Boulevard/Skillman Avenue or wherever else in the area this station would be most feasible

Outlook

[EXTERNAL] Request

From Nicollette Barsamian <barsamiann@gmail.com>
Date Fri 9/13/2024 4:26 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

Some people who received this message don't often get email from barsamiann@gmail.com. Learn why this is important

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There needs to be more R10 zoning in general in this plan otherwise there won't be enough affordable housing units being built

Jenny Dubnau
7810 34th Avenue, #1B
Jackson Heights, NY 11372

September 13, 2024

Scoping testimony regarding OneLIC (LIC Neighborhood Plan)

I am a long-time Queens resident and former commercial space renter in LIC. I am also the board co-chair of the Western Queens Community Land Trust (WQCLT), but these comments are my own. My strong recommendation is that the scope of this massive upzoning be reconfigured to address the actual needs of Long Island City.

LIC is one of the most heavily developed communities in NYC—and incredibly, in the entire country. We've seen multiple upzonings in this area, with an influx of extremely dense, tall towers both inland and along our waterfront. These towers have brought major changes to LIC, most of them destructive to the residents and businesses who were already living and working here. Because the city has few subsidies to create true affordability on a large scale, most of the new residential towers rely on the MIH structure for affordability. Approximately 75% of units in MIH buildings are market rate, and of the units deemed "affordable," most of them tend to be for those who make 80-100% AMI (or more), which is simply not affordable to most New Yorkers. Because upzoning is such a windfall for developers, MIH's affordability levels are inadequate: an influx of MIH housing has exacerbated displacement of low income, Black, and immigrant households throughout the city as neighborhoods rapidly gentrify. Rising rents have changed the demographics of LIC as these towers go up: southern LIC in particular has become far wealthier (and whiter). This data is all readily available.

Increased property values are causing the same dynamic of displacement in LIC's industrial areas (whether within or outside the actual IBZ). Rents have risen astronomically: the rent on my art studio in the Silks Factory building rose by 40%, and I was displaced. Higher-rent sectors such as architecture firms, offices, and beer gardens (along with hotels and storage facilities) are replacing sectors such as actual manufacturing, working artists, and street cart storage. Economically, the losers are lower-income workers, small start-ups, and struggling artists, musicians, and independent theaters: the lifeblood of LIC's industrial areas.

As well, LIC is greatly affected by climate change. Much of the area lies squarely within the floodplain: as you are aware, a light rain creates sewage backups, and a heavy rain yields six feet of water on the streets. There is little open, green space for residents, and the tree canopy is almost nonexistent. It's folly to build high-density in the floodplain: TF Cornerstone's brand-new building at Hunters Point South is already being inundated with water and needs mitigation.

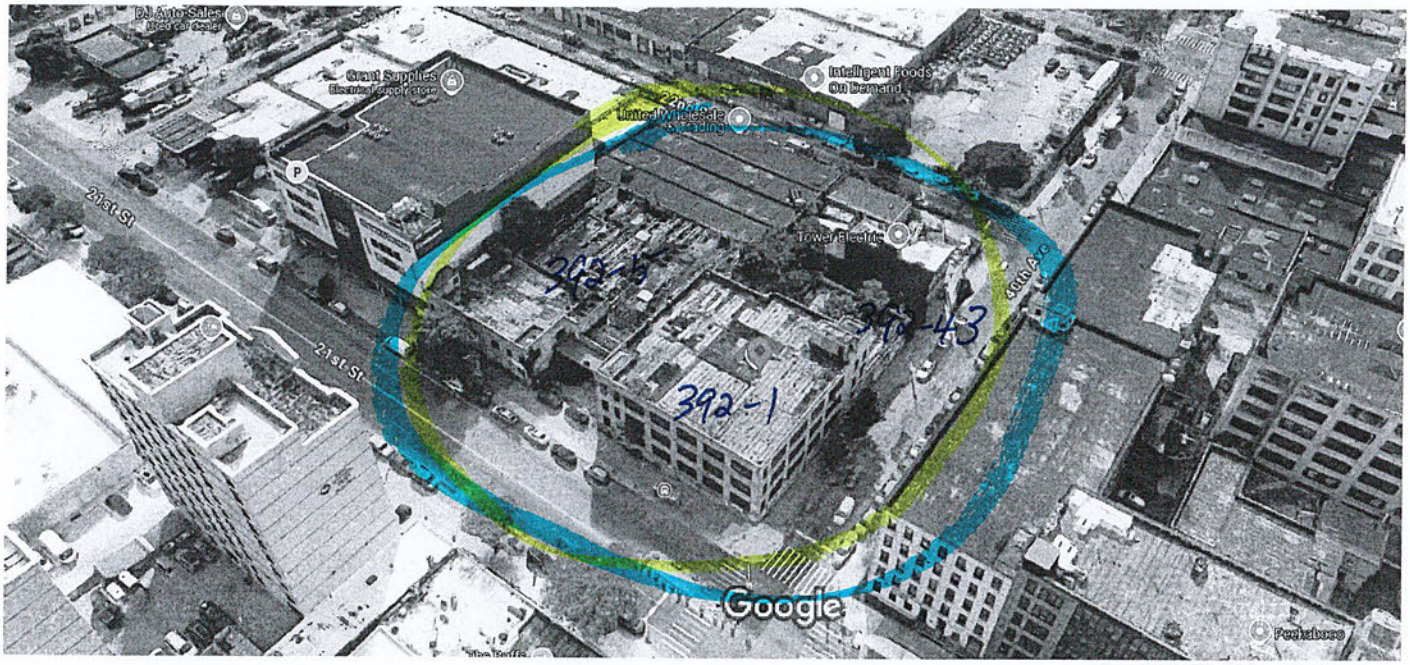
Given the easily studied impacts of recent rezonings on LIC, it boggles the mind that an upzoning of 50-65 sites is being contemplated, without *first* gathering data on how upzoning has and could impact the area. OneLIC was billed as a true community-generated comprehensive plan, but sadly, that hasn't been the case. To many local residents, businesses and working artists, it seems that upzoning is the primary focus of OneLIC, and displacement, infrastructure, and climate impacts are an afterthought. There has been little real attempt to reach out to affected communities, including residents of Queensbridge and Ravenswood houses, working class families living in small rent-stabilized and single-family homes,

manufacturers, working artists, and cultural workers. Many of those participating in the public sessions are real estate developers, local property owners, and members of OpenNY, a developer-funded organization. When collecting data on what locals want, it's crucial to know who is saying what. Those of us who have attended the sessions and spoken out against overdevelopment, and for economic and climate fairness, have seen our feedback ignored in the scope of the plan. When doing further outreach, there must be transparency on what is really on offer with this plan, including visual massing studies and projected rents that are easy for people to comprehend.

Finally, of particular concern are the four publicly owned sites at Anable Basin. These sites sit squarely within the floodplain, and cannot support dense residential building. Environmentally appropriate public sites could be a great place to develop 100% affordable housing, particularly if developed by municipalities or nonprofit entities. Unfortunately, as we're seeing in the RFP for Parcel E at Hunters Point South, there is currently little political will to develop public land in a manner that yields deep, 100% affordability. Instead, public sites are handed over to for-profit developers, and the AMI levels are structured to guarantee high profit margins. Unless nonprofits or municipalities are given priority, and without major public subsidy, deep and broad affordability will not happen. Until the city can demonstrate a better approach to development on public land, the Anable Basin sites should not be upzoned and handed over to developers.

My recommendations are to drastically reduce the scope of the upzonings in LIC: the scenario of "no upzoning" along with rigorous study of displacement and climate risk should be prioritized in the scoping. And without question, the community-based and well-researched alternate plans for the public sites at Anable Basin should be scoped (the LICC/HPS Waterfront Plan, along with WQCLT's Queensboro People's Space plan). Devastating climate impacts, unequal economic development, and displacement in LIC suggest that an entirely new approach is warranted—and should be studied.

Google Maps 39-47 21st St Block 392 . Lot 1. 5. 43 (Corner 21 St, 40 Ave)



Imagery ©2024 Google, Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024 Google 50 ft

To: planning committee:

This is the current condition,
A demolition will likely cost 5+ millions, and a ground-up development runs between 150-200 millions range,
please consider and explore options for mixed-use allow housing partially.

Attached documents (total 11 including this face letter) for your reference. please contact me if additional information or questions you require. Thank you.

Paoling Hsia . 39-35 21 St. LLC . P. O. Box 4220 . Sunnyside, NY 11104, em: TYHPLHETAL@YAHOO.COM .
Cell: 646-821-3180 .

Attachment 11

Fw: draft email to scoping hearing

From: TYH (tyhplhetal@yahoo.com)

To: 25dcp001q-dl@planning.nyc.gov

Cc: iblasenstein@council.nyc.gov; district26@council.nyc.gov

Date: Wednesday, September 4, 2024 at 02:08 AM EDT

Greetings Local Planning Committee,

I represent stakeholders and business owners who occupy Queens, Block 392: Lots 1, 5, and 43, and the owners of Block 392: Lots 38, 39, 40, and 41 who have joined with us, and share the same vision with our group. Our site is currently proposed to be designated as Industrial/ Commercial M1-5A (Medium-High) in your land-use study. We are all small and minority, woman-owned business owners who have occupied the same locations for more than forty years. (See Attachment: Affidavit 1 and 2) We have been sharing visions for Long Island City's future with you, and we respect and appreciate your expertise and efforts to improve Long Island City.

However, with due respect, we believe that the genuine nature of our site has been overlooked and was not properly proposed. We know that we can perform more effectively and contribute much more to our neighborhood by changing the zoning for these Lots to that of an M1-6A/R10 Mixed-Use (Highest) designation. During the past several Zoom meetings and Town Hall meetings, our groups, and many other participants of different interests have all expressed those same opinions. At your request, I am submitting the following information and documentation for you to inspect and consider.

Firstly, during the Information Meeting on March 10th, 2021 (for Block 392: Lots 1,5, and 43), the Queens City Planning Committee suggested to us that "an M1-5 be considered, given the lower parking requirement, which would be appropriate in a location proximate to transit." Our site is less than five hundred feet from, and only a two-minute walk to the 21st Street F-train subway stop. The site also has a bus stop directly in front of the building, with four additional bus lines within that same two-minute walk. These correspond to our neighboring Blocks 411 and 412. which have been designated as an M1-5 zone, and is now currently proposed to have an M1-6A / R10, Mixed-Use (Highest) designation. Yet, for some reason, that same proposal does not include us within that same designation.

Secondly, our site is located across the street from Queensbridge Housing, an R6 zoning. Our neighbors (Block 471: Lots 690-696, and Block 472: Lots 623-629, https://propertyinformationportal.nyc.gov/parcels/parcel/4004710690) are Mixed-Use with commercial on the ground floors and residential-use on the higher floors. Another neighbor Block 392: Lot 41 (https://propertyinformationportal.nyc.gov/parcels/parcel/4003920041), which is directly connected to our site Block 392: Lot 43, is a walkup apartment building, also with a retail store on the ground and residential-use on the upper floors, that has existed with a Mixed-Use designation for over 40 years. We are surrounded on all sides by residential / mixed-use area designations. It completely confuses the current character of the neighborhood

and isolates our Block from the rest of the area. (See Attachment 3)

Thirdly, in the past forty years, 21st Street has become Long Island City's main transportation and commuting corridor connecting Queensboro Bridge and Triboro Bridge with direct access to JFK and LGA airports. Our site is on the corner of 21st Street and 40th Avenue -- the intersection of Queensbridge Housing (R6/MX) and Dutch Kills (MX/MIH). Both areas are zoned as either fully residential or Mixed-Use. However, our site, which sits directly surrounded by those two areas, has been proposed by the Planning Committee to be designated for industrial, manufacturing, and commercial-only zoning, which does not fit within the key elements of neighborhood character. This designation should not be proposed or enforced, based on the Planning Committee's own land-use rationale guidelines.

Fourthly, as THE major commercial traffic corridor in Long Island City, 21st Street serves two important Mixed-use neighborhoods in Queens Plaza North. The IBZ designation on 21st Street no longer performs its function to preserve industrial and manufacturing use, because 21st Street has already been redesigned by the Department of Transportation to be pedestrian and commuter-friendly. Since 2019, road dividers have already been installed in the middle of the street, bus-only lanes on both sides of traffic have been assigned, and additional bike lanes have been established. As a result, 21st Street NO LONGER supports the necessary tractor/trailer moving capacity required by industrial and manufacturing businesses to effectively transport goods and materials in a timely and efficient manner. (See Attachment 4 & 5)

Fifthly, since COVID-19, our site has been occupied and ruined by unknown homeless individuals and those with substance abuse disorders, including those who reside in the hotel-turned-shelter that was established across the street from us. Additionally, someone caused a fire in the building in late 2021. The fire department came and put out the fire, and then the entire properties were blocked and sealed. Our properties are 100 years old, outdated, rundown, not rentable, and not even habitable to meet the sustainable green standard. We have been trying to find investors/lenders to help with demolishing and completely rebuilding the facility, but none of them have expressed interest UNLESS the site's zoning designation can be changed to include a residential component. This is because banks and developers have already determined that without any residential zoning designation, it is not financially feasible. (See Attachment 6, 7, 8, 9, 10)

The existing IBZ policy was previously aimed to protect and preserve manufacturing districts. We understand and respect this. However, as we all know, housing brings in foot traffic, safer and cleaner streets, and community activities, which, in turn, boosts the local economy and improves quality of life. We feel that the current IBZ designation isolates us from the rest of Long Island City. We respectfully request that the Department of City Planning consider our feedback and explore options for including residential designations in the current IBZ as part of your rezoning efforts immediately, and NOT ten years from now. For us, this is an issue of SURVIVAL.

In conclusion, with due respect, we believe that the initial idea of IBZ had a good intention and vision, but our particular site location is currently no longer fit for an IBZ designation, both demographically, geographically, and from a practical standpoint. We request that our site be proposed to be designated as M1-6A/R10 Mixed-use (Highest) with Mixed Residential, Commercial, and Light Industrial use, which would be the same as Block 411 and 412's designation. It would be the right and best solution to encourage economic growth and

continue to fulfill the housing needs of Long Island City. Thank you for your kind attention and consideration.

Best regards,
Paoling Hsia
39-35 21 St LLC
(Block 392: Lot 1, 5, 43)
e: tyhplhetal@yahoo.com
c: 646-821-3180

affidavit 1.jpg
410.9kB

affidavit 2.pdf
57.1kB

3.png
13.1MB

4.jpg
196kB

5.jpg
1MB

6.jpg
290.3kB

Need Assessment For Mixed-Use – Desire Housing in IBZ
Queens Block 392, Lot 1, 5, & 43, Block 392, Lot 38, 39, 40, & 41

Greetings Local Planning Committee,

I support the above my neighbor stakeholder's Desire For Housing in IBZ.

Our site has not been fitted for an IBZ designation for years and we are suffering. As a small business/ woman&minority business owner and stakeholder, I strongly request and support for our site be proposed to be designated as Mixed-Use (Highest) with Mixed Residential, Commercial, and Light Industrial.

Your consideration, recommendation and support is highly appreciated.

Tain Hsia. 39-47 21st. Lic 11101. frenzy_forenzi@yahoo.com

Lei Hsia. 21-07 40 Av. Long Island City, NY 11101 Verden international@yahoo.com

Paoling Huang. 39-35 21st, LIC, NY 11101 [illegible]@yahoo.com

SEN-PEI HSIA. 39-31 21 ST. 2nd. fl. LIC, NY 11101 senpei@NEWYORK-CENTRIC.COM

Senjuen Hsia 39-35 21st Street 2nd flr. 11101 galleryliving nyc@yahoo.com

Dixon Chen 39-40 22ND ST. LIC NY 11101 DixonAssoc Inc.

Jenny Chen 39-40 22ND ST, LIC, NY 11101 DixonAssoc Inc

Jun. 24, 2024

Attachment 1

Anastasios Matsikas

21-19 40 Avenue

LIC NY 11101

Re: Need Assessment For Mixed-Use – Desire Housing in IBZ

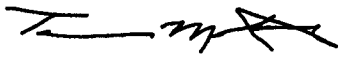
Queens Block 392, Lot 1, 5, & 43, Block 392, Lot 38, 39, 40, & 41

Greetings Local Planning Committee,

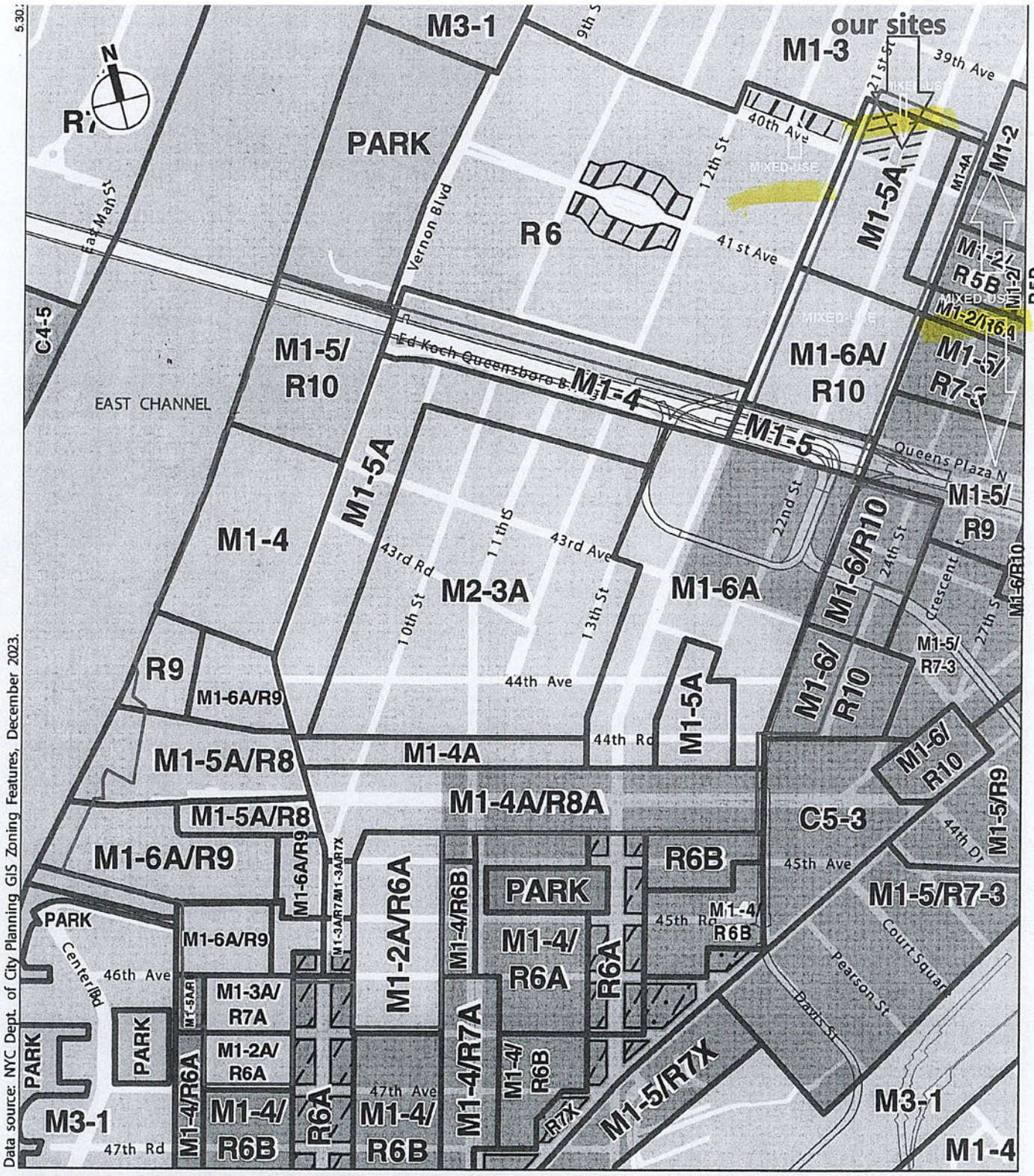
I support the above my neighbor stakeholder's Desire For Housing in IBZ.

Our site has not been fitted for an IBZ designation for years and we are suffering. As a small business/ woman&minority business owner and stakeholder, I strongly request and support for our site be proposed to be designated as Mixed-Use (Highest) with Mixed Residential, Commercial, and Light Industrial.

Your consideration, recommendation and support is highly appreciated.



Attachment 2


our sites
M3-1
M1-3
PARK
R6
M1-5A
M1-2
M1-4A
M1-2/R5B
R5D
M1-2/R6A
M1-2/R6
M1-2/R6A
M1-2/R6B
M1-2/R7A
M1-2/R7X
M1-2/R7D
M1-2/R8A
M1-2/R8X
M1-2/R9A
M1-2/R9D
M1-2/R10A
M1-2/R10H
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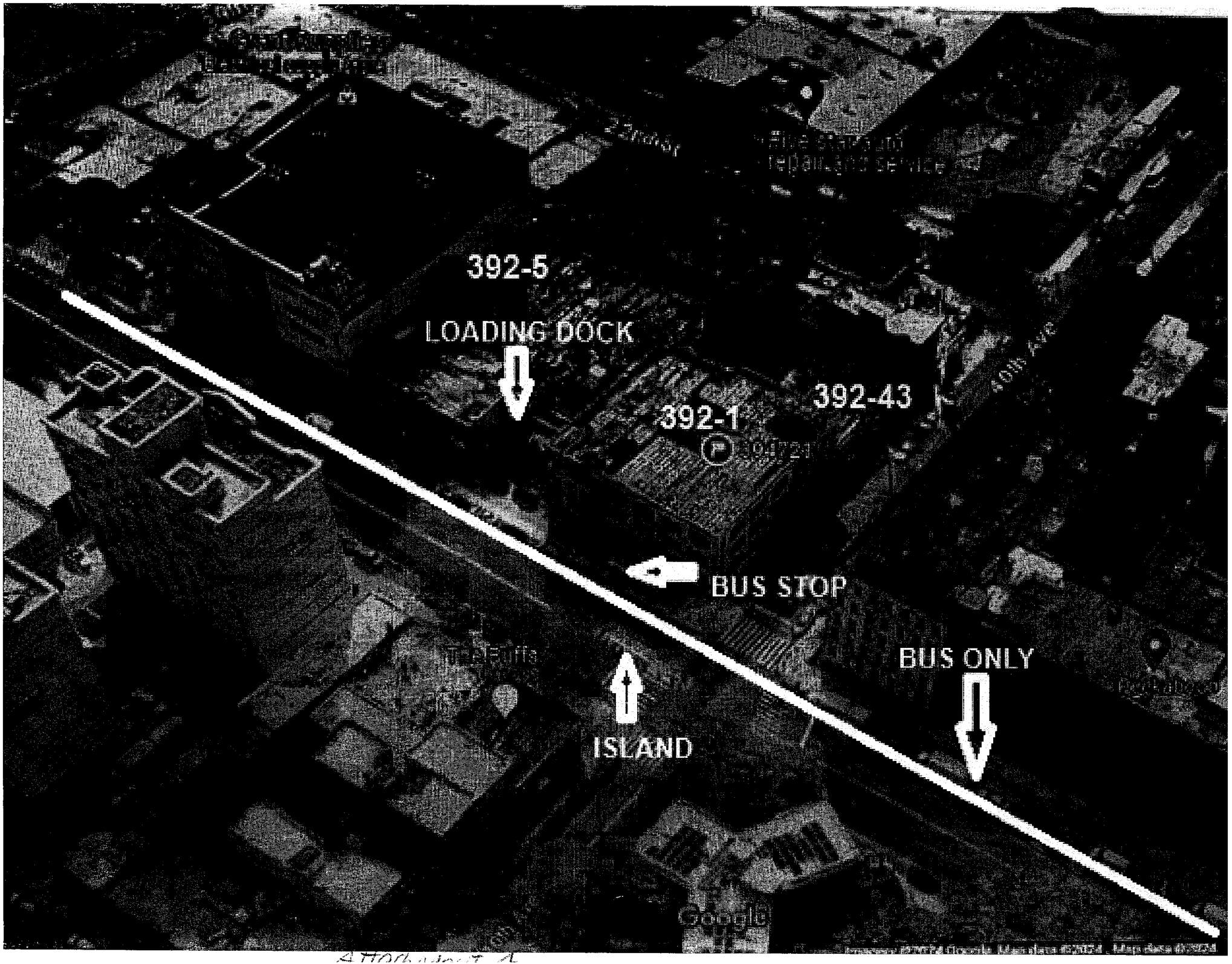
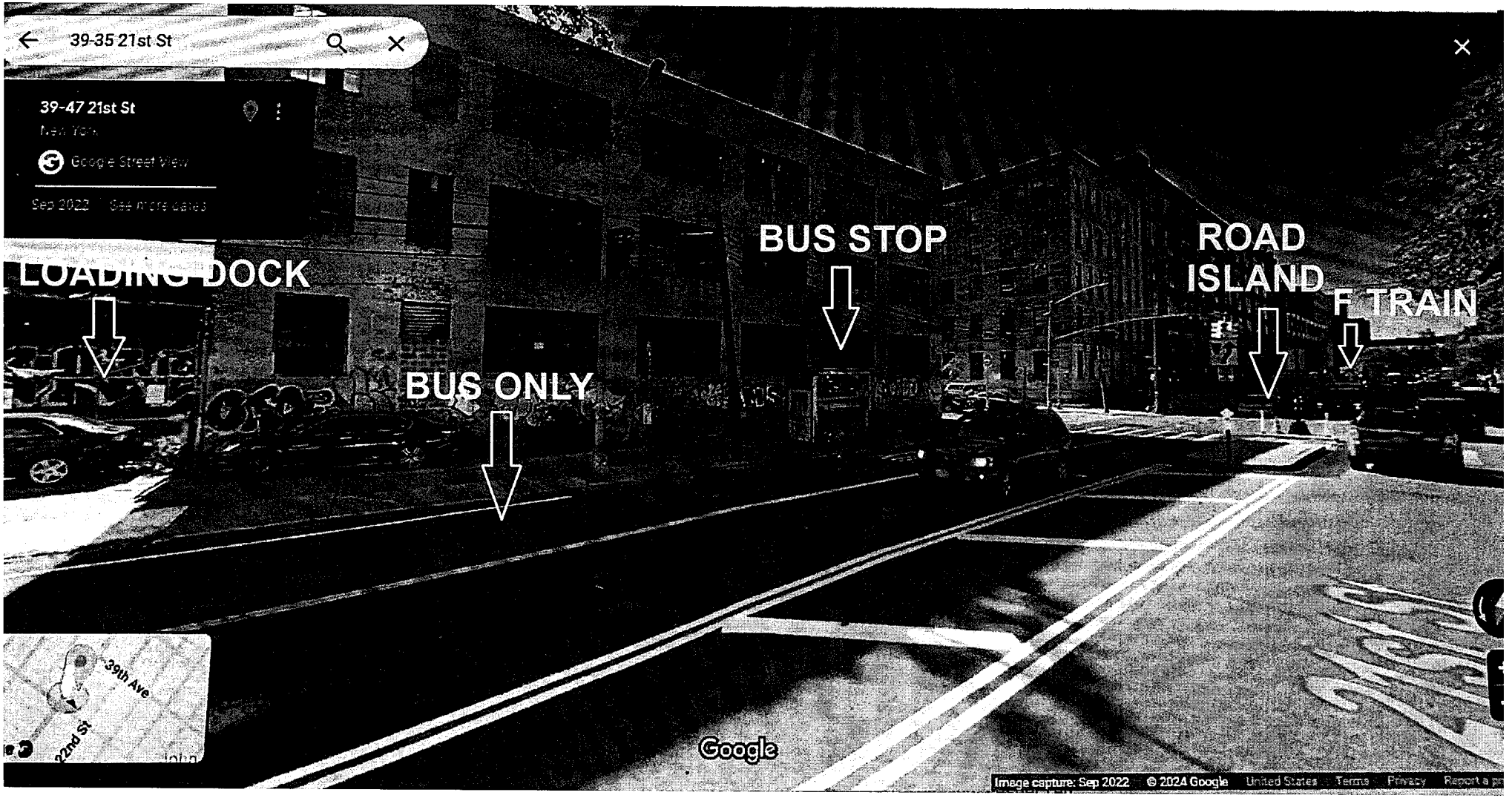
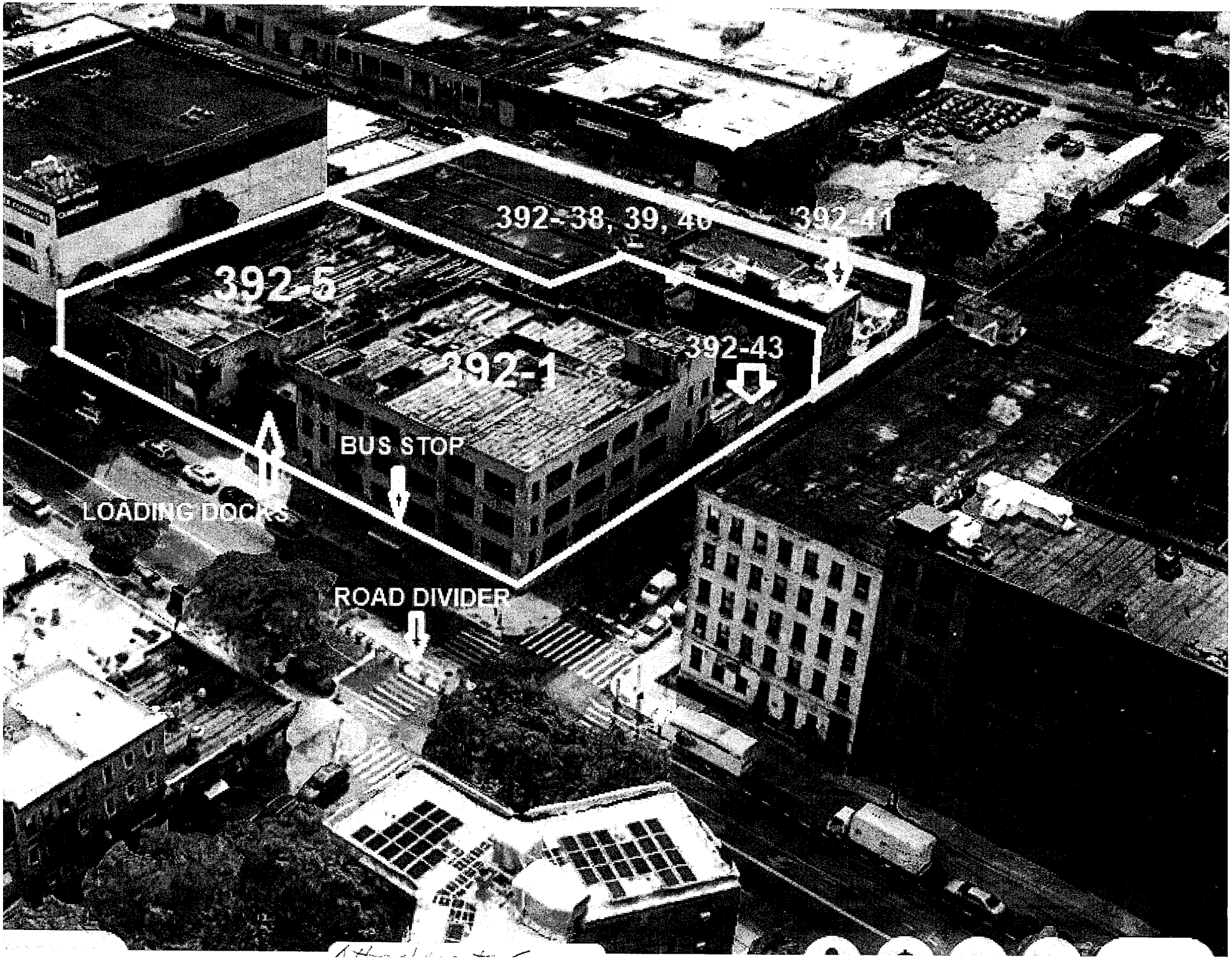
M1-2/R9X



ATTACHMENT A



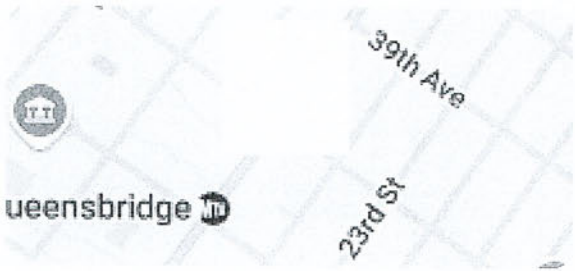
Attachment 5


392-38, 39, 40
392-41
392-5
392-43
392-1
BUS STOP
LOADING DOCKS
ROAD DIVIDER

Google Maps 39-47 21st St



Image capture: Sep 2022 © 2024 Google



All windows and entry were sealed by Fire Department as of 2021. due to a fire caused by some homeless people.

ATTACHMENT 7



NYC Buildings

EMERGENCY DECLARATION

When signed by the Borough Commissioner, this document confirms the declaration of an Emergency condition pursuant to Section 28-215.1 of the NYC Administrative Code.

☒ **Immediate Emergency Declaration** ☐ **Emergency Declaration**

Premises Information

Bldg No.: 39-47 Street Name: 21st STREET (39-41/39-47) Borough: QN

BIN: 4004741 Block: 392 Lot: 1 C.B. No.: 401 Const. Class: NFP No. Stories: 3

Occupancy Class: INDUSTRIAL ☐ Occupied ☒ Unoccupied ☐ Vacated:

Owner Information

Name: 39-35 21ST STREET LLC

Bldg. No.: Street Name: P.O. BOX 4220 City: Sunnyside State: NY Zip: 11104

Condition of Structure and Recommended Remedy

Structure is a 3 story, NFP, industrial building in disrepair with collapse of interior stairs. FDNY reported location had a prior fire. At basement level windows are missing and dislodged leaving the building open to unauthorized entry creating a danger to the public.

Remedy: Seal all accessible openings (windows) to secure against unauthorized access and to safeguard public.

Inspector's Assessment

Inspector: Jay Rubinstein inspected this structure on 12/23/2021 , and (PE ☐ RA ☐)

Inspected this structure on , and requests that the condition stated above be made safe by:

☐ Backfill ☐ Grade & Fence Site ☐ Full Demolition ☐ Other (Specify)

☐ Brace and Shore: Building ☐ Erect Fence or Sidewalk shed ☐ Partial Demolition Request

☐ Brace and Shore: Retaining Wall ☐ Repair Fence or Sidewalk Shed ☒ Seal Building

Date of initial notification to HPD:

Authorized Signatures

Processed by: A. [illegible] 12.27.2021
FOR Administrative Chief Inspector Date

Reviewed and Approved by: Reda Shehata, R.A. BOROUGH COMMISSIONER 12/27/2021
Borough Commissioner Date

Declaration Origination

☐ Borough ☐ Excavation ☒ ERT ☐ Stalled Sites ☐ Best Squad ☐ FEU ☐ Special Ops. ☐ Other

build safe | live safe

(OP32) 8/2018

Attachment 10

Outlook

[EXTERNAL] Testimony regarding LIC Neighborhood Plan Scope

From Rachel Brown <rachel_anne_brown@hotmail.com>
Date Mon 9/9/2024 9:23 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

Some people who received this message don't often get email from rachel_anne_brown@hotmail.com. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Forward suspect email to phish@oti.nyc.gov as an attachment (Click the More button, then forward as attachment).

Dear DCP,

My name is Rachel Brown, an Astoria resident who is involved with many community groups in the LIC area including the Western Queens Food Co-op, the 45th Street Green Space, and the Western Queens Community Land Trust (WQCLT).

I am opposed to the LIC Neighborhood plan as it is currently presented because I'm concerned it will adversely affect LIC and the surrounding neighborhoods in these areas:

- climate resilience
- housing & homelessness
- displacement of small businesses and cultural workers

We need deeply affordable housing and public housing. None of the public sites in LIC should be given or sold to any for-profit business. Public land for Public good.

No rezoning of the DOE building (site 67, Block 489, lot 1). I support the transfer of ownership of the DOE building to the WQCLT for deeply affordable manufacturing spaces, art spaces, a shared commercial kitchen for street food vendors, the food co-op I am working to open, a community tool lending library, and more. The rents would be permanently affordable, because the building would be stewarded by the not-for-profit, community-controlled Western Queens Community Land Trust (WQCLT). **I recommend that the WQCLT's proposal to turn the DOE building into the Queensboro People's Space be considered.**

No luxury towers on the waterfront: sea waters rising, more extreme storms, on top of existing flooding in LIC? Super irresponsible and dumbfounding that NYC government would not use better data to plan for the future. We need more green spaces that naturally help with climate resilience - they can absorb rain & storm water in the way that cement cannot. **I recommend that the Hunter's Point North Vision Plan for Resiliency be considered.**

Thank you,
Rachel Brown

Ravenswood Resident Association, Inc.
35-35 21st Street, Suite 2F
LIC, NY 11106
(718) 433-3901
ravenswoodra3535@gmail.com

To: Daniel Garodnick, Chair, NYC Department of City Planning

The Ravenswood Resident Association respectfully requests a comprehensive modification of the Long Island City Neighborhood Plan, and if not, that this plan be jettisoned altogether. As participants of numerous town halls from the very beginning, we are appalled at the fact that so many brilliant ideas were discussed from community members, and none of them seem to be reflected within this plan. Moreover, we have been given no explanation as to why Ravenswood Houses was initially included in the context study area and even included in the town hall literature when discussing capital repairs for both Queensbridge *and* Ravenswood, yet at the last meeting, was omitted altogether. We expended our time and resources to attend and participate in these town halls just to have our presence erased and our voices silenced.

This process portrays the facade of community participation, but our experience has been quite the opposite. We witnessed "facilitation" tables that were often alienating, intimidating, and/or condescending, with no deep explanation of land use changes and discussion of implications. This is particularly alarming, as the proposed development projects would literally leave Queensbridge Houses in the shadows, and expose thousands of families to years of hazardous construction conditions despite already existing poor air quality. Furthermore, the ideas we frequently discussed–like indoor recreational spaces, industrial kitchens, urban farms, a public pool, private 1-family homes to promote home ownership, more green space and so much more–were not incorporated. We made clear time and time again, we do not want or need any more high-rise market-rate rentals with sprinkles of "affordable" units that the majority of our residents–NYCHA residents–cannot access. We are not sure how many post-its you want us to write on to convey that. If this study truly and authentically engaged the community, there would have been inclusion of other tools, like community surveys, community outreach across neighborhood spaces, and tabling events to gather input from people who may not be able to use technology. This is not a legitimate, accessible community planning process; it is performative rubberstamping.

We ask that all Project Areas remain intact and are not rezoned, especially Project Areas M1-5 (Blocks 392, 409, 410, 411, and 412) and M1-3, and M1-4. Rather, we ask for rehabilitation projects of current buildings and resilience projects along the waterfront instead. Moreover, we

ask to start the process all over again and implement authentic and meaningful engagement that genuinely incorporates our ideas.

If the City genuinely wants to provide more affordable housing–*truly* affordable housing–they would build more Section 9 public housing. We have the faircloth authority to do so; we just need the political will. In the immediate future, the City could address the 5,000 NYCHA vacant units, including the 213 in Queensbridge and Ravenswood alone. The current 'affordable' housing metric–Area Median Income–exacerbates economic/social inequities and fosters segregation across race and class. It is not a sustainable tool and will lead to more housing instability for poor and working-class families. We have already seen what overdevelopment has done to LIC thus far. We have no interest in adding more market-rate housing or commercial spaces that will be economically inaccessible to the thousands of families across the street. These concerns were expressed by both the Ravenswood Resident Association and the Queensbridge Resident Association in our meeting with DCP in June, yet this proposal proves that our dreams for our community do not matter.

The Environmental Assessment and Review Division's Positive Declaration determined that these proposed actions will have potentially significant adverse impacts on socioeconomic conditions, stating, "The Proposed Actions would have the potential to result in direct and indirect displacement of existing residents and businesses as well as adverse effects on a specific industry." (p. 4). Moreover, the Assessment declares potential adverse impacts on community facilities, open space, shadows, historic and cultural resources, urban design and visual resources, natural resources, water and sewer infrastructure, sanitation, transportation, air quality, noise, public health, neighborhood character, and more. This plan is not good for our community and the future of our neighborhood.

As for Anabel Basin, we are surprised to see that ideas for the waterfront that have been years-in-the-making from community groups were not included–specifically, the Western Queens Community Land Trust's proposal for the DOE building at 44th Drive and Vernon Blvd and the Hunters Point North Vision Plan for Resiliency. Building large residential towers in an area located directly in a flood zone is dangerous and a waste of resources. Rather, the EIA should reflect broad community support for alternative uses on the four publicly-owned sites on Anable Basin. We share the same requests as one of our ally groups, Western Queens Community Land Trust (WQCLT) and ask that Site 67 (the DOE building site) be exempted from the proposed high-rise mixed use designation. Do not rezone Block 489, lot 1- the QPS building -- for M1/5a-R8.This would mean a with-action scenario in the Environmental Impact Assessment in which that parcel is zoned for a mix of manufacturing and community facility uses. We also ask that other publicly owned sites on Anable Basin (Sites 63 and 69) be exempted from the high-rise mixed use designation. These sites are environmentally inappropriate for

dense building, and should be converted to public parkland and an elementary school, as proposed in the community-led Hunters Point North Vision Plan for Resiliency.

As long-time residents of Ravenswood, we have called Long Island City home for decades. We watched the area of Queensboro Plaza and Hunter's Point change from an area of neglect and disinvestment into an area of extreme wealth and commercialization. These areas are examples of inequitable development when the City prioritizes the desires of real estate developers and investors over the needs and dreams of Long Island City residents. LIC has become a poster child for gentrification. As the LIC Neighborhood Plan currently stands, this proposal would exacerbate the effects of gentrification and make Queensbridge and Ravenswood even more insular and disconnected from the surrounding neighborhood.

We need to go back to the drawing board.

Thank You Kindly,

The Ravenswood Resident Association

Outlook

[EXTERNAL] Long Island City Rezoning

From Ravi Dholakia <ravimdholakia@gmail.com>
Date Fri 9/13/2024 1:45 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hello DCP staff,

I am writing to express my ardent support for the proposed LIC neighborhood plan, and my belief that it should be designed to create as much new housing as possible.

As a lifelong resident of the city, and recent resident of LIC, I am acutely aware of the housing crisis we have been in, especially now. Rents are too high, and supply is FAR too low. We are in a severe citywide housing shortage, a product of decades of neglect, and it is absolutely necessary to take every opportunity to increase housing production. While every neighborhood should be building more homes, LIC is a particularly promising location, for a number of reasons.

LIC is one of relatively few areas of the city outside of Manhattan and the Brooklyn waterfront with first-class transit infrastructure - especially around Court Square, at the heart of the proposed rezoning area. Building along transit corridors has always been key to NYC's sustainable growth, reducing car dependence and expanding transit ridership (which then financially justifies more frequent subway and bus service, in a virtuous cycle!). This result improves commutes and travel times for both residents, as well as non-resident drivers (who typically love to object to projects like this).

The proposed rezoning area includes large swathes of land currently zoned for industrial use. LIC land is far too valuable to be used for only industrial purposes; I support the fact that the currently proposed plan would enable residential where it is currently not permitted, and, in my opinion, the rezoning should be modified to further reduce industrial FAR in favor of more residential.

Thank you for your consideration,
Ravi Dholakia

Outlook

[EXTERNAL] Request for Rezoning in LIC Plan

From Richard Sakai <rsakai101@gmail.com>
Date Fri 9/13/2024 4:00 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Dear Department of City Planning,

My name is Richard Sakai, and I am a good friend of the owner Luo Wu Zheng of 46-18 Vernon Blvd, Long Island City, NY 11101 (Block 27 Lot #1):
Conducting business as Dai Hachi Sushi.

I have had the pleasure to know Mr. Zheng for over 12 years and believe that he is a great addition to the LIC community. I grew up and was raised in NYC. My art and antiques business is located both in Manhattan and Long Island NY. His contribution in the area since he started in 2018 is amazing. He helped many during Covid, remaining open and building a very large outdoor eating area. He also provided free meals and hand sanitizer to anyone in need.
He is a very honest and kind person who always makes sure his customers and neighbors are happy. I have been living and commuting through LIC my entire life of 49 years. I would like to express my gratitude for your efforts in updating the zoning regulations and developing the Long Island City Neighborhood Plan. These changes are vital for fostering growth in the community.
I am writing to plead with you that you reconsider the rezoning line and include Mr. Zheng's property in the new redevelopment plan. While reviewing the proposed rezoning map, I noticed that my property is not included in the plan. I respectfully request that you redraw the boundaries to incorporate his property,

Thank you for considering my request.

Best regards,
Richard Sakai
212-486-8900

Outlook

[EXTERNAL] LIC Neighborhood Plan

From Richard Wissak <rwissak@gmail.com>
Date Thu 9/12/2024 10:18 AM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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I'm writing as a long time property owner in LIC. I wholeheartedly support the LIC Neighborhood Plan proposed by DCP. DCP's focus on job growth sets the right tone and makes this plan essential in my view. This will have a very positive impact on our community. Proposed parks and new open waterfront space will make LIC a must see destination for all NYC residents and tourists alike.
Sent from my iPhone

Outlook

[EXTERNAL] LIC rezoning comment - support maximum density/housing

From Sanford K. Miller <skm2159@columbia.edu>
Date Fri 9/13/2024 10:28 AM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hi DCP staff,

I'm writing to express my support for the proposed LIC neighborhood plan, and my belief that it should be designed to create as much new housing as possible.

We are in a dire citywide housing shortage decades in the making and it is imperative to take every opportunity to increase housing production. While every neighborhood should be building more homes, LIC is a particularly promising location, for a number of reasons.

LIC is one of relatively few areas of the city outside of Manhattan and the Brooklyn waterfront with first-class transit infrastructure - especially around Court Square, at the heart of the proposed rezoning area. Building along transit corridors has always been key to NYC's sustainable growth, reducing car dependence and expanding transit ridership (which then financially justifies more frequent subway and bus service, in a virtuous cycle!)

LIC also has high enough market rents that projects will still pencil out even with significant affordability requirements. It is a well-resourced, high-opportunity neighborhood that will be able to absorb new residents. For some of the folks who move into the new homes created by the LIC rezoning plan, both market-rate and affordable, the opportunity to live there will be transformative, with much shorter commutes, better schools for their kids, access to jobs, and more.

The proposed rezoning area includes large swathes of land currently zoned for industrial use. LIC land is far too valuable, for the reasons expressed above, for industrial use; I support the fact that the currently proposed plan would enable residential where it is currently not permitted, and, in my opinion, the rezoning should be tweaked to further reduce industrial FAR in favor of more residential.

Questions for environment review:
- What are the negative impacts of NOT building more housing (of the "no action" scenario)
- Are there opportunities to further reduce industrial in favor of residential, relative to the current proposal?
- Are locations where it would make sense to build above 12 FAR, as is newly legal at the state level?

I am on Manhattan Community Board 4, although these opinions are entirely my own and not those of the board.

Thanks for your consideration,
Sanford Miller

Outlook

[EXTERNAL] comments on Long Island City Neighborhood Plan

From Thomas Ort <thomas.ort@gmail.com>
Date Fri 9/13/2024 4:52 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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To Whom it May Concern:

I am writing to express my concerns, and opposition to, the current ONE LIC rezoning plan.

As a longtime resident of the Court Square neighborhood, I have seen many changes over the past couple of decades. Many of them are for the better. I favor more housing, more services, and more greenspace. These changes make for a good study in what kind of development works well—and what doesn't. The development that has taken place near Queens Plaza and along Jackson Avenue, I believe, ought to serve as a cautionary tale. The giant towers built there have created an alienating landscape that is unappealing to families and many types of businesses. Most residents here are transient, uninterested in putting down roots and committing to the community. The sidewalks are ridiculously narrow for the scale of the buildings, there is an almost total absence of new greenspace and tree plantings. (There isn't enough room on the sidewalks to plant trees because the sidewalks are too narrow. How was this not taken into consideration during that rezoning?) The businesses that have set up shop there are, with some exceptions, not very interesting because the rents are high in the new buildings and the spaces are limited to only certain uses. You can find similar kinds of businesses in most suburban strips. No one goes to these parts of LIC because they want to, only because they have to.

Let's contrast that to the successful development of the low and midrise zone between 23rd Street and Fifth Street, which is now probably the single most interesting and vibrant part of LIC. A large number of residential construction projects have been completed in this zone over the past few years and many more are currently underway, significantly increasing the units of available housing. Vernon Avenue, with dozens of thriving businesses, is obviously the commercial anchor of this area, but many small businesses have spread along the side streets too, repurposing old industrial spaces for a wide variety of uses. There are new brew pubs, bowling alleys, ice rinks, art galleries, and much more. This area has become a destination. People like to go there because the streets, with wider sidewalks and more trees, are pleasant to walk on, have interesting businesses, and lead to other places people want to go, namely the restaurants on Vernon and Gantry State Park.

This should be the model of development of the area between 44th Drive and the bridge. In fact, a similar kind of development is already taking place there organically around the one tiny but wonderful piece of open space in the area: Glacial Rock Park. Please visit this park and see all

the thriving new businesses surrounding it. Observe how this is a place that people WANT to go. Yes, let's build more housing, and plenty of it, absolutely. But let's not do it by leveling ALL the old industrial buildings and erecting a bunch of alienating, giant glass and concrete towers. Let's do it by creating an actual NEIGHBORHOOD. Let's build lots of new mid- and low-rise housing. Let's allow businesses to convert old industrial spaces into interesting new services and destinations. Let's keep the sidewalks wide. Let's plant trees. And let's create new parks and open spaces along the waterfront. (How the heck is a large new park on the waterfront NOT a part of this plan???)

In other words, let's learn from the mistakes of Queens Plaza and Jackson Avenue--an alienating bedroom community--and create a neighborhood that people will want to live in for the long term and be proud to call home.

Tom Ort
Court Square

Outlook

[EXTERNAL] Long Island City Neighborhood Plan: Draft Scoping Comments - William Thomas

From William Thomas <wm.s.thms@gmail.com>
Date Fri 9/13/2024 4:41 PM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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Hi there,

My name is William S. Thomas; I'm a resident of Long Island City, in Queens CB1, I live just north of the Queensboro Bridge, right across 23rd Street from the proposed zoning area. (41-15 23rd Street, to be exact.) I am writing to confirm my strong support for the proposed residential rezonings on the plan–in fact, my main critique of the plan is to ask that DCP consider substantially increasing the scope for greater densities wherever possible. The city has an immense housing shortage, and given that residential uses are not planned for the Industrial Business Zones, which cover a huge swath of the rezoning area, it would behoove the City to maximize the opportunity for mixed-income housing in planned residential areas.

For some personal context, I am concerned about development trends in the neighborhood, particularly given the city's immense housing shortage. I am very aware that every year, there are fewer and fewer large-scale development sites in Long Island City; I'm especially concerned given that there already appears to be a lack of inventory on the market. When my partner and I were searching for our current apartment, just 2 years ago, brokers laughed at us when we asked about 1-bedrooms in our price range. Five other couples applied for the apartment that we live in—the only reason we got it is because they received our security deposit first, as my partner sent the security deposit via Zelle, rather than by wire. My hope is that a new burst of inventory from this rezoning will strengthen our hand in terms of staying in the neighborhood when we next have to move—which is also why I would support rezoning for as much housing as possible.

In that light, there are 5 major comments that I have concerning the plan, concerning various sections of the rezoning area—in particular, the area north of Queens Plaza, the rest of the 23rd Street Corridor, 44th Drive, the Waterfront, and the IBZ zones. In most of these areas, I believe residential density should be increased where possible; ***especially given that after scoping, only density cuts can be contemplated***.

North of Queens Plaza

I believe the best part of the proposed plan is the density boost to R10 planned for the area north of Queens Plaza, bounded by 21st and 23rd Streets. (Incidentally, I also live across the street from it.) Over

the last 20 years, the neighborhood north of the bridge has received far less investment and attention. I frequently have to cross all of Queens Plaza for normal retail services. The two block industrial zone that currently exists mostly serves to cut Queensbridge off from the rest of the residential area, and especially at night, it can feel empty and unsafe. R10 density would ensure a significant amount—not just percentage—of affordable housing, while providing critical mass for neighborhood retail and 'eyes on the street' for anyone passing through. My only critique is that now that the state has passed laws allowing for higher residential densities than 12 FAR, the city should consider drawing an R11 or R12 district here—Long Island City is precisely the kind of high-rise, transit-rich neighborhood for which such districts were contemplated.

23rd Street Corridor

Most of this is seeing a reasonable density bump up from R9 to R10, which is good, if less of a baseline change compared to the area north of Queens Plaza. It also ensures that this area will be mixed-income through MIH. That said, given the existing high density context and zoning, I believe that an R11 or R12 district would be particularly apt here—even more so than the area north of Queens Plaza. Again, Long Island City was precisely the kind of neighborhood for which R11 and R12 districts were contemplated.

44th Drive

I think the density increase to R8A is reasonable here, but I think more could be done here to push back against planning tendencies from the Bloomberg era. During the Bloomberg era, the city rezoned the area in between Court Sq and the waterfront for residential uses, but they allowed far less density in that in-between zone—as near as I can tell, they did this simply because they felt it better represented "neighborhood context" at the time, despite the fact that that in-between zone in many cases had better infrastructure and residential amenities. This plan now has an opportunity to create a higher density corridor that links together LIC's two highrise areas; arguably just as contextual, but looking up. I think that the city could go much bolder here—R9A or R10A at the very least, or even R11 or R12 for a statement–again, especially as Long Island City is exactly the kind of neighborhood contemplated for those newly legalized densities.

Waterfront

This is the part of the plan that I thought was the most timid, given the planned R9 densities–there are R10 zoned areas along the waterfront to the direct north and south. The city should at least be considered R10 across the entire waterfront, and perhaps even denser, given LIC's existing high density context. Similarly, it seems like the entire area owned by Con Ed has been left out of the rezoning. The River Ring site in Williamsburg was ultimately developed from a similar Con-Ed site left out of the Greenpoint-Williamsburg rezoning, and it seems odd that this is similarly being excised from the planning here—especially as the local council member's stated intentions are to avoid on-off ULURPs in the future. Even if Con Ed is likely to retain some section of the site for the next 40 years, the giant parking lot on site should at least be included, as they are likely to sell that at some point if its highest and best use is substantially more lucrative. Lastly, there exists a site already zoned for R10 densities on the waterfront where the city is planning to extend an MIH overlay without a density boost—if for no other place, I believe the city should consider rezoning this for a greater density to avoid a takings lawsuit from that particular owner.

IBZ Changes

I think the changes here were reasonable given the political realities of the IBZ, where business were promised that if they relocated here the areas would not be rezoned for residential uses. Over the last 20 years, LIC has really blossomed as a residential neighborhood, but one unfortunate outcome there is that most of the best sites for commercial development have already been developed, so the density boosts (from M1-4 to M1-6A) and removal of parking mandates seem extremely reasonable to encourage the more jobs-focused growth we never got. I also think maintaining a more industrial core is reasonable here. My biggest takeaway concerning the IBZ is that as it covers so much of the rezoning area, we really need to maximize the opportunities for housing outside of it.

On that note, there is one block outside the IBZ—bounded by Queens Plaza South, Vernon Boulevard, 43rd Avenue, and 9th Street—that the city is currently planning to keep solely zoned for commercial uses at M1-6A density. Given this block is not in the IBZ, I believe the city should allow residential uses on it; ideally, at the same density across the street or north of Queens Plaza—R10, or above.

Conclusion

Personally, I love living in Long Island City; it's an extremely dynamic neighborhood, arguably the fastest growing neighborhood in the country, seemingly adding new restaurants and cultural amenities every week. With that, I understand that there have been growing pains, particularly as much of the neighborhood was not originally planned to be residential, leading to overcrowding in schools, subways, even sewer infrastructure.

Still, I would emphasize that even with its growing pains, Long Island City has obviously bloomed over the last 20 years—it is no longer a post-industrial warehouse district, but a thriving residential neighborhood. Its most overcrowded school is nonetheless one of the best in the city. Certain problems have even addressed themselves in ways no one anticipated, like remote work unlocking more subway capacity.

Long Island City's "unplanned growth" may not be ideal, but it has resulted in a far better neighborhood than I imagine many would have originally anticipated. Furthermore, the current planning process offers a chance to do things differently—to plan for needed infrastructure along with that residential growth. In this light, I am certain that 'planned growth' — where we know, going in, we will need a certain number of new schools, sewers, street redesigns, etc. — will simply result in a firmly improved neighborhood; that is, if we allow it to occur.

This is all to say, I hope DCP can go bolder than the current scoping document, and plan for the greatest residential densities wherever possible.

Outlook

[EXTERNAL] Dear NYC Department of City Planning

From Wynona Grady <noreply@adv.actionnetwork.org>
Date Thu 9/12/2024 9:53 AM
To 25DCP001Q_DL(DCP) <25DCP001Q_DL@planning.nyc.gov>

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NYC Department of City Planning,

As a resident of the Queensbridge Houses, I call on the OneLIC project to include vital improvements that will improve the quality of Queensbridge residents. For too long, Queensbridge has been excluded from the deep investments that the rest of Long Island City has received.

The OneLIC project must include following :

- Investment in the Queensbridge Houses. Queensbridge has extreme capital needs such as elevators that go out for months at a time, door locks that are broken so anyone can enter our buildings, and a laundry list of maintenance issues in individual apartments.

- A New Community Pool in Queensbridge Park: Bring back a larger version of the pool that existed in Queensbridge Park in the 1970s. Pools are not just a place for recreation but also education and community building.

- A Dog Park in Baby Queensbridge Park: Our pets deserve better recreational facilities and this will lead to cleaner streets in Queensbridge.

- Repairs and expansion of the PAL Early Childhood Center: Repairs have been needed to this center for a long time, and our children deserve the same resources and amenities as any other child in the city. We need additional capacity as the number of children in the development and surrounding area has increased.

- Repairs for the Riis Community Center: Another vital community space in the heart of Queensbridge Houses that has been neglected for far too long.

- A New Grocery Store: Access to fresh, affordable food is essential for our health. We need a new grocery store with affordable nutritious and delicious food.

- New Parking Lot. A new parking lot would help with congestion and people would stop parking their cars in what is supposed to be a public Greenway.

- Connect Queensbridge Park with the rest of the parks along the LIC waterfront.

As members of the largest public housing complex in the country, we urge you to address our long-standing neglect and ensure that Queensbridge Houses priorities are included in the OneLIC project. The project's Environmental Impact Statement must examine the feasibility of these investments.

Wynona Grady
noemail@gmail.com
41-05 Vernon4F
Lic, New York 11101

Letter to the Department of City Planning regarding the LIC Planning Committee Scoping Hearing on 8/12/2024

To the interested parties:
New York City Department of City Planning
Stephanie Shellooe, AICP

Greetings all, my name is Senjuen Hsia, and I help my family manage property lots in the IBZ North designated area of Long Island City. We are located on the corner of 21st Street and 40th Avenue, and represent the areas of Block 392 – Lots 1, 5, and 43. I have lived in Sunnyside and Long Island City for forty years and have worked in and around both areas for almost thirty. We also have been in regular contact with other property owners, workers, and residents for the area and property lots in and around Block 392.

While we support the rezoning plan's objectives to enhance Long Island City's mixed-use character, we believe that the areas designated in the IBZ North should ALSO be recommended for re-zoning as mixed-use so that it allows for at least some, or any kind of, residential or housing development. There are several compelling reasons why we believe that this should be done in as timely a fashion as possible.

New economic trends after the Pandemic

- The 2019 Pandemic has upended the market for New York City office buildings. https://www.nytimes.com/2024/08/01/nyregion/manhattan-office-building-auction.html In 2006, 135 West 50th Street in Midtown Manhattan sold for $332 million. Last week, it sold for just $8.5 million. The building was 23 stories and was once the former headquarters of Sports Illustrated.

- The sale follows the same recent trend of several Manhattan office buildings being sold at steep discounts over the past decade. https://www.nytimes.com/2024/06/12/business/distressed-office-buildings-buyers.html CoStar predicts that 2024 and 2025 will the two worst years on record for office buildings in terms of the amount of floor space that tenants are giving back or vacating across the country.

- The pandemic has exposed economic trends ushering in a lasting shift to remote work in many sectors. Companies are embracing hybrid and remote work, employees do not visit the office as much, and most buildings are no longer considered safe investments. As such, building owners no longer collect enough rent to pay off their current mortgages. Additionally, rising interest rates have made those same owners reluctant to renegotiate financing deals or unable to afford new mortgages.

  As bad as it is for commercial real estate, similar trends continue for NYC's industrial and manufacturing sectors. According to recent CBRE market reports, industrial leasing in the

city hit new lows in the final quarter of 2023, with an average lease of just 7000 square feet. https://commercialobserver.com/2024/02/new-york-city-new-industrial-space-soundstages-demand/

- In Manhattan, many developers are trying to convert office buildings into apartments as a way to deal with these trends. However, conversions are costly, and not all buildings are easy to retrofit.

  LUCKILY, there are several building lots in the IBZ of LIC North, including the lots at 40th Avenue, 21st Street, that DO NOT have that problem, as those places can be quickly made ready to be demolished and rebuilt to be installed as new building projects.

Industrial Business Zones (IBZs) were created in 2006. They have not worked in LIC North.

- ONE-TIME relocation tax credits of only $1000 per employee, capping out at just $100,000 (https://edc.nyc/industry/industrial-and-manufacturing), are drops in the bucket for companies in today's business environment. Despite the growth of Long Island City in the south, more companies and businesses have left the Queensbridge / IBZ North area since 2006 than have arrived. In this modern economic climate, these tax credits barely scratch the surface of what is needed to attract manufacturing or industrial businesses to move here, especially in comparison to what other states and regions in the country are offering.

  ZERO companies in the area currently apply for these IBZ tax credits because they DO NOT stack with other city and state tax credits or incentives. Tax benefits such as the REAP Program are taken by companies instead, as they provide better tax benefits, for more years, AND do not have the same sorts of geographic requirements mandated by IBZ policies.
  https://www.nyc.gov/site/finance/business/business-reap.page

- Developers and banks will not fund or finance any construction projects without significant interest from larger companies. We can personally attest to this because it is exactly what has been communicated to us. Using a tiny one-time tax credit aimed at attracting businesses that have up to 100 employees or less, has had ZERO effect on convincing anyone to invest in the manufacturing sector of the IBZ, especially when there are

- A perfect example can be made by pointing to the property lot located across the street from us, addressed 38-50 21st Street – Block 471, Lot 703.
  https://propertyinformationportal.nyc.gov/parcels/parcel/4004710703

  Amazon, despite controversies before and during the pandemic signed a TEN-YEAR lease for the property in 2020 to open a brand new delivery station of 20000 square feet. Renovations were made in 2020, and Amazon started operations in 2021.
  https://licpost.com/amazon-to-open-new-delivery-station-in-long-island-city

https://www.crainsnewyork.com/commercial-real-estate/amazon-heads-lic-latest-delivery-station-not-second-headquarters

- Within a year, Amazon stopped operating out of the location, and the place now sits empty and is available for sublease. Reminder, they STILL have a 10-year lease out on the property. https://www.cnbc.com/2022/09/14/map-of-amazon-warehouse-closures.html



Changes to how traffic is diverted along 21st Street / 40th Avenue no longer makes the lots in the area feasible for significant manufacturing transport.

Driving up and down 21st Street from Astoria down to Hunter's Point, we can see that LEFT TURNS were banned on nearly every intersection throughout the entire IBZ and beyond. In 2019, the 21st Street Corridor was officially designated as a Vision Zero corridor and has been completely redesigned to emphasize pedestrian safety and bus reliability.
https://licpost.com/21-street-listed-as-priority-corridor-in-new-vision-zero-plan
https://www.nyc.gov/html/dot/downloads/pdf/21-st-bus-priority-safety-study-cb1-mar2022.pdf

- Since the Vision Zero designation, the Department of Transportation installed three things that significantly inhibits the ability for facilities in the area to transport goods and materials:
  A) An island divider for pedestrians
  B) An entire bike lane
  C) A full bus lane prohibiting parking or any other traffic

21st Street used to be a two-way, four-lane boulevard. There is now only ONE lane for each direction. When the building was operational decades ago, the street was JUST wide enough for 40-foot containers to back into the loading docks. While those trucks were being loaded, they would block an entire lane of traffic.

https://maps.app.goo.gl/EkUvrs6Dw6hWV5jf6



- After the DOT installed those three items, it is no longer possible for large trucks and containers to effectively maneuver around any building in that area for any significant amount of goods or materials transport. There simply isn't enough room for any large trucks or containers to load and unload goods or materials without completely blocking out an entire side of traffic on 21st Street.

  This will scare away ANY manufacturing or wholesale company that might have been interested in a move to the area. Neither does it work as a support district for the neighboring business community.

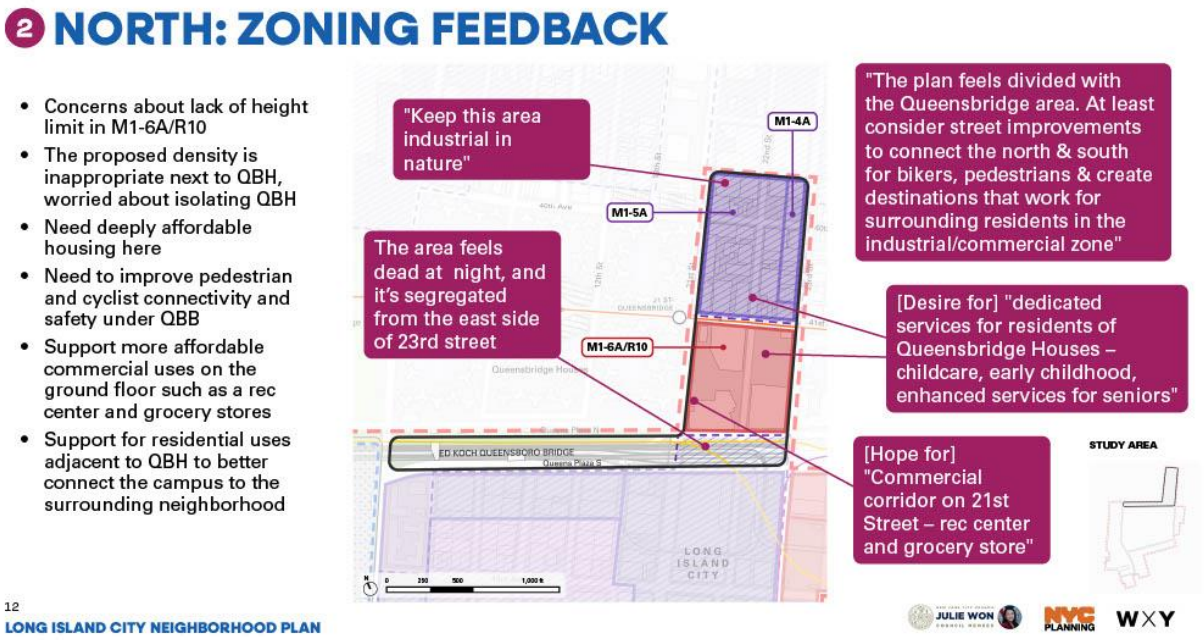
The areas immediately north AND south of the LIC North IBZ are zoned for Mixed-Use.

- The LIC North IBZ is surrounded on all sides by residential and mixed-use buildings.
  a) The area is filled with hotels, retail stores, and restaurants/ markets specifically catered to the growing number of tourists and residents in the area.
  b) The site is also serviced by the 21st Street – Queensbridge subway stop, and four bus lines. They are all geared towards residential commuting and servicing commercial and retail activity.

- The area lost key elements of its manufacturing /industrial character decades ago. Zoning should be changed to match the characteristics of the neighboring areas, based on the

Planning Committee's own land-use rationale guidelines.

- Multiple comments during the break-out sessions were concerned about the empty, desolate feel of the manufacturing district segregating Queensbridge Housing from the rest of the area.



Large manufacturing facilities will not be able to operate due to environmental restrictions, as a result of their proximity to Queensbridge Housing and the surrounding residential neighborhoods immediately bordering the area.

Neighborhood comfort and safety issues along streets zoned for manufacturing and warehousing:

- Barnett Avenue next to Sunnyside Gardens is a prominent example. It is common knowledge never to park along the warehouses, parking lot facilities, etc. on this road. There is very little pedestrian traffic, a lack of security cameras or CCTV, leading to vagrancy, crime, smashed car windows, and car thefts for many years.
  https://www.facebook.com/groups/382555689074911/posts/1409766246353845/
  https://www.facebook.com/groups/382555689074911/posts/1409406753056461/
  https://www.facebook.com/groups/382555689074911/posts/1396287441035059/
  https://www.facebook.com/groups/382555689074911/posts/1396286531035150/
  https://www.facebook.com/groups/382555689074911/posts/1365031987493938/
  https://www.facebook.com/groups/382555689074911/posts/1351200695543734/

https://www.facebook.com/groups/382555689074911/posts/1351080578889079/

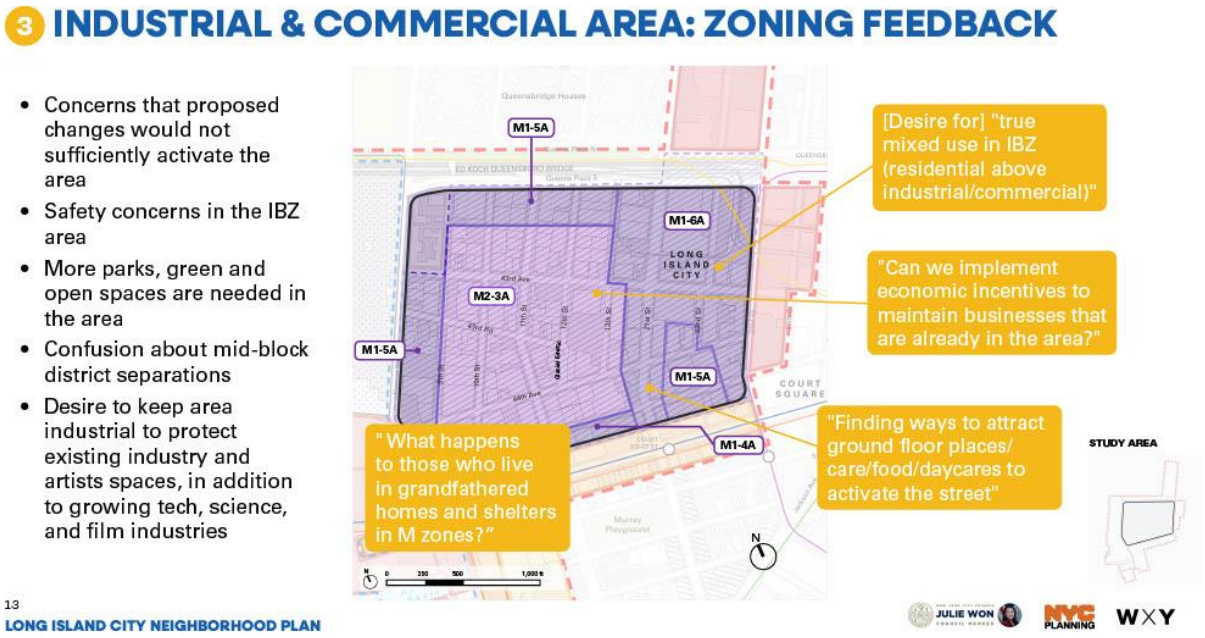
- It is a very similar situation on the lots around 21st to 23rd Street and 39th Avenue to 40th Avenue. In addition to vagrancy and crime, it is a popular area for illegal garbage dumping, and a common spot for people to sell drugs to the homeless and those with substance use disorders.

We have had multiple meetings and conversations with building developers and banks. Zoning without residential or mixed-use designations is an absolute non-starter for any construction project financing.

- No companies or businesses are interested in any form of development without a mixed-use or residential zoning designation.
- Upon request, we can present to the committee multiple letters and communications from developers and banks who directly informed us of this.

Based on the comments and feedback provided in the last two town-hall meetings, every zone in the LIC advocated for more available housing.

- We have been to every town-hall meeting and focus-area meeting during the LIC planning committee process. The overwhelming response in these meetings has been to call for more housing.
- During the break-out sessions in May / June, even the Industrial / Commercial Area was full of comments and advocacy for carving out zoning for residential housing. This was a running theme in every meeting.



It has become apparent that throughout the community planning process, there is an overwhelming desire from the local community to see industrial/residential mixed-use developments throughout the IBZ area. This includes areas that are currently zoned for only manufacturing/industrial-only use.

There are several compelling reasons why IBZ-only zoning no longer makes sense for the areas that we have highlighted. The most important of which is that the city itself has already cornered 21st Street and the surrounding blocks into a residential/commuter-friendly transportation hub. This completely locks out manufacturing and industrial businesses from using the area as a place that is conducive for transporting goods and materials.

Allowing for a blend of industrial, commercial, and residential uses will create a better environment for businesses and residents to thrive together. Many of us in this area have become frustrated and remain stuck because of this IBZ designation as it isolates the area from the rest of Long Island City. We need to have more residential uses so that the IBZ area can be made cleaner, feel safer, and more walkable to attract better quality activity into the area.

Thank you for your time and attention.

Sincerely,
Senjuen Hsia

Transcript

WEBVTT

1
00:01:37.820 --> 00:01:45.830
Stephanie Shellooe, Director, EARD: Good afternoon, everyone welcome. You are tuning into the remote public scoping meeting for the Long Island City Neighborhood plan proposal

2
00:01:45.910 --> 00:01:54.549
Stephanie Shellooe, Director, EARD: for the record. I'll note that the city Environmental Quality review or seeker number is 2 5 Dcp. 0 0 1 q.

3
00:01:54.610 --> 00:02:16.560
Stephanie Shellooe, Director, EARD: My name is Stephanie Shalu, and I'm the director of the Environmental Assessment and Review Division here at the New York City Department of City planning Everin, Okar Kajar, deputy director of Eard, will co-host today's meeting, and in the event of any technical challenges on my end, will take over this meeting on my behalf. We truly appreciate your patience as we conduct this meeting today.

4
00:02:16.580 --> 00:02:34.220
Stephanie Shellooe, Director, EARD: I do want to take this moment to thank everyone for taking time out of your busy days to attend this virtual meeting, and I do want to emphasize that we'll hear from everyone who wishes to speak today, and this meeting will remain open until all registered speakers have had an opportunity to provide their thoughts.

5
00:02:34.520 --> 00:02:50.640
Stephanie Shellooe, Director, EARD: We also welcome written comments and testimony on this application through 5 Pm. On Friday, September 13, th 2,024, and we provide written comments with the same consideration and attention as we do to any comments that we hear live at this meeting today.

6
00:02:52.060 --> 00:02:53.170
Stephanie Shellooe, Director, EARD: Next slide

7
00:02:56.550 --> 00:03:16.789
Stephanie Shellooe, Director, EARD: we will now proceed to the public scoping meeting for the Long Island City Neighborhood plan again for the record. The City Environmental Quality Review or secret application number is 2 5 Dcp. 0 0 1 q. Today's date is August 12, th 2,024, and the time is approximately 2 0. 2 PM.

8
00:03:17.050 --> 00:03:18.060
Stephanie Shellooe, Director, EARD: Next slide

9
00:03:20.410 --> 00:03:31.099
Stephanie Shellooe, Director, EARD: again, my name is Stephanie Shalu, director of the Environmental Assessment and Review Division or eard at the New York City Department of City planning. I'll be chairing today's scoping meeting.

10
00:03:31.160 --> 00:03:38.690
Stephanie Shellooe, Director, EARD: The department of City planning is acting on behalf of the City Planning

Commission as the lead Agency for the proposals environmental Review.

11
00:03:38.880 --> 00:03:48.260
Stephanie Shellooe, Director, EARD: As the Lead agency, the Department will be responsible for overseeing the preparation and completion of the proposal's environmental impact statement or Eis

12
00:03:48.630 --> 00:03:49.760
Stephanie Shellooe, Director, EARD: next slide

13
00:03:51.610 --> 00:04:06.339
Stephanie Shellooe, Director, EARD: joining me today are several of my colleagues from the department of City Planning. As I mentioned Everin Olcar Gajar is deputy director of Eard from the Department's Queens office we are joined by hey, Kyung Yang, Planning team Leader and Colin Ryan, Associate borough Planner.

14
00:04:06.410 --> 00:04:12.799
Stephanie Shellooe, Director, EARD: Jameson Mitchell is also here as the project manager for the Long Island Cities Environmental Review.

15
00:04:12.960 --> 00:04:26.259
Stephanie Shellooe, Director, EARD: I'll also mention that we're joined by consultants completing work on Dcp's behalf. And Dcp. Staff, who are working hard in the background to ensure that today's meeting runs as smooth as possible. Many thanks to everyone working on this meeting today.

16
00:04:26.590 --> 00:04:27.630
Stephanie Shellooe, Director, EARD: Next slide

17
00:04:30.460 --> 00:04:36.070
Stephanie Shellooe, Director, EARD: together. We were here to receive your comments on the draft scope of work for the Long Island City Neighborhood Plan.

18
00:04:36.090 --> 00:04:55.630
Stephanie Shellooe, Director, EARD: The draft scope of work identifies the subjects to be analyzed in the upcoming draft environmental impact statement or Deis and describes the methodologies that will be used in those analyses. The draft scope of work materials are posted online on the department of City Planning's website and are available through the zoning application portal or zap.

19
00:04:56.140 --> 00:04:57.169
Stephanie Shellooe, Director, EARD: Next slide.

20
00:04:58.510 --> 00:05:03.989
Stephanie Shellooe, Director, EARD: The purpose of today's meeting is to allow for public participation in the preparation

21
00:05:06.020 --> 00:05:15.530
Stephanie Shellooe, Director, EARD: of the Deis at the earliest stage possible in the environmental review process. Specifically scoping, allows the public to help shape the Deis before that is written.

22
00:05:16.430 --> 00:05:17.650
Stephanie Shellooe, Director, EARD: Next slide

23
00:05:20.450 --> 00:05:31.509
Stephanie Shellooe, Director, EARD: toward that end. The Department as lead Agency will receive verbal testimony on the draft scope of work today from elected officials, government agencies, the Local Community Board and members of the general public.

24
00:05:31.650 --> 00:05:41.540
Stephanie Shellooe, Director, EARD: As I mentioned, we also welcome written comments on the draft scope of work and written comments can be submitted to us through 5 pm. Friday, September 13, th 2,024.

25
00:05:41.550 --> 00:05:45.979
Stephanie Shellooe, Director, EARD: We'll provide information on how to submit those comments in a just a bit.

26
00:05:46.680 --> 00:05:47.700
Stephanie Shellooe, Director, EARD: Next slide

27
00:05:50.260 --> 00:06:12.070
Stephanie Shellooe, Director, EARD: at the end of the written comment period. The department as Lead Agency will review all comments. Those we hear today, as well as any written comments we receive. After carefully reviewing all of these comments, the Department will decide what changes, if any, need to be made for the draft scope of work, and we issue the final scope of work. It's the final scope of work that serves as the basis for preparing the environmental impact statement.

28
00:06:12.310 --> 00:06:13.280
Stephanie Shellooe, Director, EARD: Next slide

29
00:06:15.370 --> 00:06:20.729
Stephanie Shellooe, Director, EARD: today marks the beginning of the environmental review process for the Long Island City Neighborhood Plan.

30
00:06:20.810 --> 00:06:37.159
Stephanie Shellooe, Director, EARD: No decisions will be made today regarding the draft scope of work. Again, the purpose of today's meeting is to allow the public to provide their comments on the draft scope of work, allow the Department to listen to those comments and hear the testimony. It's important for all voices in the process to be heard today.

31
00:06:37.770 --> 00:06:38.809
Stephanie Shellooe, Director, EARD: Next slide.

32
00:06:40.730 --> 00:07:00.819
Stephanie Shellooe, Director, EARD: I'll now focus on the structure of today's meeting, which will be divided into 3 parts. During the 1st part of the meeting, the department of City Planning will give a brief

presentation describing the Long Island City Neighborhood Plan, a representative from Akrf. Our environmental consultant for the project will provide a brief summary of the environmental reviews draft scope of work.

33
00:07:00.850 --> 00:07:02.799
Stephanie Shellooe, Director, EARD: This will be about 20 min.

34
00:07:02.940 --> 00:07:12.330
Stephanie Shellooe, Director, EARD: Then, during the second part of the meeting the department will hear testimony from elected officials, government agencies, and those speaking on behalf of the local community boards.

35
00:07:12.460 --> 00:07:18.930
Stephanie Shellooe, Director, EARD: and then, during the 3rd and final part of the meeting, we'll receive testimony from members of the general public or organizations

36
00:07:19.530 --> 00:07:20.660
Stephanie Shellooe, Director, EARD: next slide

37
00:07:22.750 --> 00:07:43.169
Stephanie Shellooe, Director, EARD: a few logistics for today's scoping meeting. If you wish to speak and plan to access this meeting online, using a computer tablet or smartphone, please remember to register online through the Lic neighborhood plan, public scoping. Meeting page of the Nyc. Engage portal@www.nycgov Slash, Nyc. Engage

38
00:07:43.250 --> 00:07:53.570
Stephanie Shellooe, Director, EARD: a link to join us and provide your testimony will be emailed to you after you've completed the registration process. Then we will add you to our speakers list, and you will be in our list to provide testimony.

39
00:07:54.290 --> 00:07:55.330
Stephanie Shellooe, Director, EARD: Next slide.

40
00:07:57.810 --> 00:08:07.010
Stephanie Shellooe, Director, EARD: When it is your turn to speak, your name will be called, and you'll be promoted to panelist. This will allow you to unmute your microphone and the ability to turn on your camera if you wish to do so.

41
00:08:07.110 --> 00:08:16.360
Stephanie Shellooe, Director, EARD: There's a short period of time that it appears that you're no longer in the meeting. Don't be alarmed. You'll automatically rejoin the meeting as a panelist, and will be asked to convey your remarks

42
00:08:16.630 --> 00:08:26.000
Stephanie Shellooe, Director, EARD: to allow us to hear from everyone who wishes to speak. We ask that you limit your remarks to 3 min. If you're participating online, a 3 min countdown clock will run on the screen

43
00:08:26.140 --> 00:08:31.059
Stephanie Shellooe, Director, EARD: at the 3 min mark your time will expire, at which point you'll be asked to conclude your remarks.

44
00:08:31.340 --> 00:08:38.869
Stephanie Shellooe, Director, EARD: If you choose to turn on your camera, we will be able to see you. And of course this process takes a moment. So we do appreciate everyone's patience.

45
00:08:39.440 --> 00:08:40.400
Stephanie Shellooe, Director, EARD: Next slide

46
00:08:42.220 --> 00:08:58.210
Stephanie Shellooe, Director, EARD: an additional note of instruction for those of you joining us by phone today. If you wish to provide testimony via telephone I'll indicate the last 3 digits of your telephone number, and you'll need to press Star 9 to indicate that you are in the zoom.

47
00:08:58.480 --> 00:09:10.109
Stephanie Shellooe, Director, EARD: Please listen for me to call out those last 3 digits of your phone number, at which point you'll be given the temporary ability to share your testimony. You'll need to press Star 6 to unmute your telephone and we'll be able to hear you speak

48
00:09:10.340 --> 00:09:17.990
Stephanie Shellooe, Director, EARD: when your 3 min have expired or your testimony is complete. Whichever comes first, st you'll be asked to press Star 6 again to mute yourself.

49
00:09:18.190 --> 00:09:29.240
Stephanie Shellooe, Director, EARD: We would like to encourage dial in participants who would like to provide testimony to register via phone using the dial in participant hotline information of which is on the Nyc. Engage portal.

50
00:09:30.340 --> 00:09:35.860
Stephanie Shellooe, Director, EARD: Again. Note that muting and unmuting registered speakers does take a moment, so we appreciate your patience.

51
00:09:36.450 --> 00:09:37.480
Stephanie Shellooe, Director, EARD: Next slide

52
00:09:40.450 --> 00:09:54.710
Stephanie Shellooe, Director, EARD: on to time limits. Speakers from the general public have 3 min to provide their testimony. There are a few exceptions to the 3 min time limit. Elected officials, for example, are given the courtesy of jumping to the front of the queue, and are not limited to 3 min.

53
00:09:55.100 --> 00:10:10.400
Stephanie Shellooe, Director, EARD: Live stream viewers. Anyone joining us on the live stream, and wishing to testify, please be mindful of background noise. Make sure that the live stream is muted. When you begin

your testimony to avoid hearing an echo, and do remember that you must register to speak through the Nyc. Engage portal

54
00:10:10.850 --> 00:10:11.860
Stephanie Shellooe, Director, EARD: next slide.

55
00:10:14.490 --> 00:10:28.640
Stephanie Shellooe, Director, EARD: If you do wish to provide written testimony, it can be submitted to the department of City planning through hard mail. Our mailing address is 120, Broadway, 31st floor, New York, New York, 1 0 2, 7, 1, attention myself, Stephanie Shalu.

56
00:10:28.690 --> 00:10:46.069
Stephanie Shellooe, Director, EARD: We also have an email address set up for this project where you can submit comments to this distribution list 2 5 dcp. 0 0 1 q_dl@planning.nycgov. You know that many of you have already submitted testimony. So we appreciate that.

57
00:10:47.148 --> 00:10:54.370
Stephanie Shellooe, Director, EARD: All of this information can be found on the Nyc. Engage portal and on the Dcp. Website at Nyc. Gov. Slash planning

58
00:10:54.770 --> 00:11:00.630
Stephanie Shellooe, Director, EARD: again that deadline to submit those comments is 5 pm. On Friday, September 13, th 2,024.

59
00:11:01.690 --> 00:11:02.690
Stephanie Shellooe, Director, EARD: Next slide.

60
00:11:06.470 --> 00:11:19.669
Stephanie Shellooe, Director, EARD: If you missed any of the instructions, please do visit Nyc. Engage for instructions on how to participate and provide testimony. We'll now move on to the presentation where Colin Ryan will present an overview of the Long Island City neighborhood plan.

61
00:11:20.040 --> 00:11:21.320
Stephanie Shellooe, Director, EARD: Colin, over to you.

62
00:11:22.350 --> 00:11:23.450
Colin Ryan - Promoter/Mic Enabler: Except me.

63
00:11:23.630 --> 00:11:30.619
Colin Ryan - Promoter/Mic Enabler: Hi, everybody! My name is Colin Ryan. I'm working out of the Queen's office at the Department of City, planning, working on the Long Island City neighborhood plan.

64
00:11:31.300 --> 00:11:32.100
Colin Ryan - Promoter/Mic Enabler: I've

65

00:11:32.210 --> 00:11:38.579
Colin Ryan - Promoter/Mic Enabler: so this plan is a vision with goals and strategies for the next 10 years to shape how and where Lic grows.

66
00:11:38.750 --> 00:11:53.400
Colin Ryan - Promoter/Mic Enabler: The plan is being developed through a collaborative process that includes community leaders, community organizations, city agencies, and other local stakeholders to think about the future of this area and propose ideas for our programs, services, policies, and other investments.

67
00:11:53.630 --> 00:12:01.770
Colin Ryan - Promoter/Mic Enabler: After nearly a year of a community engagement which culminated in June with the Town hall. We are now prepared to formally kick off the environmental review process.

68
00:12:01.990 --> 00:12:03.209
Colin Ryan - Promoter/Mic Enabler: Next slide, please.

69
00:12:06.570 --> 00:12:11.139
Colin Ryan - Promoter/Mic Enabler: The Neighborhood Plan is focused on the study area boundary indicated by the dotted black line.

70
00:12:11.260 --> 00:12:15.430
Colin Ryan - Promoter/Mic Enabler: It is generally bounded by the East River and Animal Basin to the west west.

71
00:12:15.490 --> 00:12:20.389
Colin Ryan - Promoter/Mic Enabler: the Queensborough Bridge and the mid block between 39th Avenue and 40th Avenue to the North

72
00:12:20.570 --> 00:12:29.930
Colin Ryan - Promoter/Mic Enabler: 11th 23rd and 24th Streets to the east, and 47th Avenue, 46th Road, and the mid block between 44th Drive and 45th Avenue to the south.

73
00:12:30.330 --> 00:12:38.770
Colin Ryan - Promoter/Mic Enabler: I'll note this includes 2 sections of the Long Island City industrial business zone as outlined in pink, and is east of what is generally considered the lic core.

74
00:12:38.850 --> 00:12:41.740
Colin Ryan - Promoter/Mic Enabler: To the north is Queensbridge houses, and Dutch kills.

75
00:12:41.890 --> 00:12:43.509
Colin Ryan - Promoter/Mic Enabler: To the south is Hunter's Point.

76
00:12:44.120 --> 00:12:45.310
Colin Ryan - Promoter/Mic Enabler: next slide, please.

77

00:12:48.590 --> 00:12:50.840
Colin Ryan - Promoter/Mic Enabler: So who's involved with the creation of this plan?

78
00:12:51.020 --> 00:12:57.799
Colin Ryan - Promoter/Mic Enabler: This includes all of you here today, of course, and all the community members who already shared their ideas and perspectives on the future of their neighborhood

79
00:12:58.050 --> 00:13:04.860
Colin Ryan - Promoter/Mic Enabler: as the New York City Department of City planning. It is our job to coordinate with all of you as well as our partner agencies and elected officials.

80
00:13:04.990 --> 00:13:13.350
Colin Ryan - Promoter/Mic Enabler: Our engagement on this process began in October of 2,023, with an announcement of the launch of the one lic plan in partnership with Councilmember Julie one.

81
00:13:13.650 --> 00:13:25.630
Colin Ryan - Promoter/Mic Enabler: Since then we've held 16 public meetings through June of this year across the neighborhood where we engaged over 1,000 New Yorkers, and received approximately 40,000 comments to help shape our proposal.

82
00:13:26.040 --> 00:13:30.760
Colin Ryan - Promoter/Mic Enabler: No one knows more about the needs of Lic than the people who live, work and learn. Here

83
00:13:30.990 --> 00:13:36.259
Colin Ryan - Promoter/Mic Enabler: the engagement strategy was designed to be accessible by varying locations and providing virtual meetings.

84
00:13:36.360 --> 00:13:43.629
Colin Ryan - Promoter/Mic Enabler: We also tabled at several public events, such as Lac Springs and a Christmas tree, lighting ceremony to reach as many people as possible.

85
00:13:43.750 --> 00:13:46.100
Colin Ryan - Promoter/Mic Enabler: Thank you. To all who attended these meetings.

86
00:13:46.740 --> 00:13:47.949
Colin Ryan - Promoter/Mic Enabler: Next slide, please.

87
00:13:51.070 --> 00:13:57.010
Colin Ryan - Promoter/Mic Enabler: It's important to remember that we plan in context, and there is no lack of planning efforts in this neighborhood. In the past 3 decades

88
00:13:57.370 --> 00:14:06.009
Colin Ryan - Promoter/Mic Enabler: in 1,997 a waterfront access plan was established between Annibal Basin to the south and Queensborough Bridge to the north. The 1st of its kind in New York City.

89
00:14:06.160 --> 00:14:12.540
Colin Ryan - Promoter/Mic Enabler: Should a waterfront property within these boundaries be redeveloped, there be requirements to provide public access to the waterfront

90
00:14:12.660 --> 00:14:16.179
Colin Ryan - Promoter/Mic Enabler: to date. No property has triggered the public access requirements.

91
00:14:16.810 --> 00:14:25.730
Colin Ryan - Promoter/Mic Enabler: while Lic is historically known as a working waterfront with a concentration of industrial uses. The workers of these businesses also lived in close proximity to their jobs.

92
00:14:25.870 --> 00:14:41.159
Colin Ryan - Promoter/Mic Enabler: Building off. This mix of land uses. The Lic special mixed Use district was established in 2,001 and expanded through 2,008. The special district established paired districts that permit a wide variety of uses ranging from residential to commercial to lay industrial.

93
00:14:41.630 --> 00:14:45.589
Colin Ryan - Promoter/Mic Enabler: Much of the new development within Lic can be attributed to the special district.

94
00:14:46.520 --> 00:14:56.119
Colin Ryan - Promoter/Mic Enabler: The hunters point south, rezoning of 2,008 rezoned, underutilized, city-owned property from heavy industrial uses to permit high density. Residential uses.

95
00:14:56.270 --> 00:15:03.329
Colin Ryan - Promoter/Mic Enabler: The rezoning also established the Special Southern Hunters Points District and the Newtown Creek Waterfront Access Plan

96
00:15:03.470 --> 00:15:11.310
Colin Ryan - Promoter/Mic Enabler: the Department of housing, preservation and development is continuing to build out many of these rezoned parcels, to provide the neighborhood with quality housing.

97
00:15:11.940 --> 00:15:21.530
Colin Ryan - Promoter/Mic Enabler: Most recently, between 2,016 and 2020. There were 3 distinct planning proposals focused around Animal Basin within our current study area.

98
00:15:21.920 --> 00:15:26.680
Colin Ryan - Promoter/Mic Enabler: the Lic Innovation Center, Amazon, Hq. 2, and your Lic.

99
00:15:26.920 --> 00:15:35.410
Colin Ryan - Promoter/Mic Enabler: All 3 proposals sought to leverage public and private sites around the basin, but were withdrawn before completing the environmental and land. Use review processes

100
00:15:36.280 --> 00:15:37.509
Colin Ryan - Promoter/Mic Enabler: next slide, please.

101
00:15:40.790 --> 00:15:45.410
Colin Ryan - Promoter/Mic Enabler: Here we'll look at the context for why we're looking at Lic for a Neighborhood plan

102
00:15:46.240 --> 00:15:47.390
Colin Ryan - Promoter/Mic Enabler: next slide, please.

103
00:15:50.850 --> 00:16:00.509
Colin Ryan - Promoter/Mic Enabler: Long Island City is a transit rich area with 8 subway lines, 2 ferry stops, and 2 Lirr stations offering direct connections to other central businesses.

104
00:16:00.610 --> 00:16:05.469
Colin Ryan - Promoter/Mic Enabler: districts such as Jamaica, Flushing, downtown, Brooklyn and Midtown, Manhattan.

105
00:16:06.050 --> 00:16:15.619
Colin Ryan - Promoter/Mic Enabler: the neighborhood also contains a strong mix of uses creating a live work neighborhood with many educational and arts institutions such as Cuny, School of Law, and Moma. Ps. One.

106
00:16:16.110 --> 00:16:22.450
Colin Ryan - Promoter/Mic Enabler: Since 2,010 the neighborhood has grown by a hundred percent, cementing itself as a primary central business district for queens.

107
00:16:22.810 --> 00:16:24.080
Colin Ryan - Promoter/Mic Enabler: Next slide, please.

108
00:16:27.250 --> 00:16:33.830
Colin Ryan - Promoter/Mic Enabler: Cbd. Growth is marked by an increase in 12,000 private sector jobs since 2,000, led by the office sector

109
00:16:34.120 --> 00:16:42.529
Colin Ryan - Promoter/Mic Enabler: following nationwide trends, Lic's industrial sector has suffered over an overall 23% loss in jobs in the same time period.

110
00:16:42.950 --> 00:16:50.490
Colin Ryan - Promoter/Mic Enabler: The encouraging growth between 2,010 and 2022 is a reflect is reflective of the strong industrial character. Lic fosters.

111
00:16:50.720 --> 00:16:54.460
Colin Ryan - Promoter/Mic Enabler: Existing. Zoning is one hurdle we see as limiting further business growth.

112
00:16:55.160 --> 00:16:56.399
Colin Ryan - Promoter/Mic Enabler: Next slide, please

113
00:17:00.070 --> 00:17:10.319
Colin Ryan - Promoter/Mic Enabler: the predominant land use in the study area is one to 6 story industrial buildings, while the greater context area has a wider mix of uses, including high rise, commercial and residential buildings.

114
00:17:10.480 --> 00:17:19.269
Colin Ryan - Promoter/Mic Enabler: As mentioned earlier, the special Lic mixed use district denoted here in orange was mapped to reflect the historic mix of uses and permit future growth.

115
00:17:19.750 --> 00:17:23.249
Colin Ryan - Promoter/Mic Enabler: The study area continues to be mapped with an M. 1, 4 district.

116
00:17:23.390 --> 00:17:26.099
Colin Ryan - Promoter/Mic Enabler: which is considered to be restrictive in use and density.

117
00:17:26.190 --> 00:17:28.149
Colin Ryan - Promoter/Mic Enabler: and has limited the growth of the neighborhood.

118
00:17:28.270 --> 00:17:32.950
Colin Ryan - Promoter/Mic Enabler: As such this area is seen as the last missing piece of a holistically planned neighborhood.

119
00:17:34.230 --> 00:17:35.440
Colin Ryan - Promoter/Mic Enabler: Next slide, please.

120
00:17:38.460 --> 00:17:43.539
Colin Ryan - Promoter/Mic Enabler: Housing production in the last decade has produced a whole new neighborhood worth of units in Lic.

121
00:17:43.700 --> 00:17:52.509
Colin Ryan - Promoter/Mic Enabler: while New York City grew by 7.7%, Long Island City increases population by 43.7%, adding 20,000 new housing units.

122
00:17:53.000 --> 00:17:59.799
Colin Ryan - Promoter/Mic Enabler: The vast majority of this new homes is concentrated within the special district which predated mandatory inclusionary housing.

123
00:18:00.080 --> 00:18:07.019
Colin Ryan - Promoter/Mic Enabler: Presently there's only one half of a block within the greater context area that mandates a certain percentage of units

124
00:18:07.180 --> 00:18:09.660
Colin Ryan - Promoter/Mic Enabler: be set aside for inclusionary housing

125

00:18:09.990 --> 00:18:17.710
Colin Ryan - Promoter/Mic Enabler: as such. Only about 15% of new units are considered income restrictive housing largely through tax programs and public sector led development.

126
00:18:18.450 --> 00:18:19.730
Colin Ryan - Promoter/Mic Enabler: Next slide, please.

127
00:18:22.920 --> 00:18:26.260
Colin Ryan - Promoter/Mic Enabler: open space is also a pressing issue we've heard in our engagement.

128
00:18:26.510 --> 00:18:31.039
Colin Ryan - Promoter/Mic Enabler: There is a dearth of parks and open spaces, especially moving inland from the waterfront.

129
00:18:31.390 --> 00:18:35.160
Colin Ryan - Promoter/Mic Enabler: Murray Playground, Queensbridge Park and Gantry Plaza State Park

130
00:18:35.290 --> 00:18:39.289
Colin Ryan - Promoter/Mic Enabler: are the primary open spaces utilized in the neighborhood for active recreation.

131
00:18:39.910 --> 00:18:47.659
Colin Ryan - Promoter/Mic Enabler: As climate change continues to impact our city sites along the waterfront are also at risk of coastal flooding, while inland sites remain vulnerable to storm water

132
00:18:48.410 --> 00:18:49.619
Colin Ryan - Promoter/Mic Enabler: next slide, please.

133
00:18:53.510 --> 00:18:54.959
Colin Ryan - Promoter/Mic Enabler: So why act now.

134
00:18:55.300 --> 00:18:59.800
Colin Ryan - Promoter/Mic Enabler: as mentioned before, the existing zoning limits, business growth and residential development.

135
00:19:00.080 --> 00:19:04.109
Colin Ryan - Promoter/Mic Enabler: There are also nearly no M. Ih. Areas mapped throughout Long Island City.

136
00:19:04.420 --> 00:19:12.280
Colin Ryan - Promoter/Mic Enabler: and lastly, the 1,997 waterfront access plan is outdated and doesn't meet modern standards for resiliency and optimal open space design.

137
00:19:12.690 --> 00:19:19.689
Colin Ryan - Promoter/Mic Enabler: New zoning would incentivize redevelopment of the waterfront and

trigger the creation of some seriously needed open spaces for the neighborhood

138
00:19:20.820 --> 00:19:22.040
Colin Ryan - Promoter/Mic Enabler: next slide, please.

139
00:19:25.470 --> 00:19:34.839
Colin Ryan - Promoter/Mic Enabler: Working together with the Council member, community leaders, community organizations and other city agencies, we developed 7 shared goals on our vision for lic.

140
00:19:35.290 --> 00:19:39.670
Colin Ryan - Promoter/Mic Enabler: firstly, protecting affordable housing, while creating more affordable housing.

141
00:19:39.720 --> 00:19:45.760
Colin Ryan - Promoter/Mic Enabler: secondly, investing in our existing parks, while providing new opportunities for open space.

142
00:19:46.060 --> 00:19:52.199
Colin Ryan - Promoter/Mic Enabler: thirdly, enhancing our corridors and connectivity for all modes of shared that shared the road.

143
00:19:52.920 --> 00:19:58.120
Colin Ryan - Promoter/Mic Enabler: fourthly, focusing on resiliency and for the planned growth of this neighborhood.

144
00:19:58.390 --> 00:20:03.680
Colin Ryan - Promoter/Mic Enabler: 5, th working on supporting businesses and improving access to creating more jobs.

145
00:20:03.930 --> 00:20:16.529
Colin Ryan - Promoter/Mic Enabler: 6, th on investing in neighborhood surgery services, such as education and community programs, and lastly, increasing the knowledge and capacity of all of our planning partners in this process. Be that public

146
00:20:17.280 --> 00:20:19.510
Colin Ryan - Promoter/Mic Enabler: or with our in our city agencies.

147
00:20:20.320 --> 00:20:21.600
Colin Ryan - Promoter/Mic Enabler: Next slide, please.

148
00:20:24.900 --> 00:20:30.169
Colin Ryan - Promoter/Mic Enabler: as we plan for the future. We're working to coordinate a package of zoning strategies, capital investments.

149
00:20:30.200 --> 00:20:35.130

Colin Ryan - Promoter/Mic Enabler: policies, programs and services to support the lic that you all have envisioned

150
00:20:35.410 --> 00:20:40.120
Colin Ryan - Promoter/Mic Enabler: in this next section. We'll focus on our zoning strategies and proposed land use actions

151
00:20:41.410 --> 00:20:48.719
Colin Ryan - Promoter/Mic Enabler: while zoning alone cannot address all the issues the community has raised. It does play an important role in creating the potential for opportunities and improvements.

152
00:20:48.910 --> 00:20:49.930
Colin Ryan - Promoter/Mic Enabler: Next slide.

153
00:20:53.620 --> 00:21:06.360
Colin Ryan - Promoter/Mic Enabler: the draft zoning prop framework represents where we think the neighborhoods land use to change, and where it should stay the same. It describes places where we can create more opportunities for affordable housing as well as places where we'd like to grow more jobs.

154
00:21:06.390 --> 00:21:09.390
Colin Ryan - Promoter/Mic Enabler: We want to highlight. This is only one part of the Neighborhood plan.

155
00:21:09.690 --> 00:21:14.140
Colin Ryan - Promoter/Mic Enabler: The overall plan will include capital investments, policies, programs and services.

156
00:21:14.180 --> 00:21:17.400
Colin Ryan - Promoter/Mic Enabler: But our focus this afternoon will be on the zoning framework section.

157
00:21:17.740 --> 00:21:22.050
Colin Ryan - Promoter/Mic Enabler: This framework will help become an organizing force for the Overall Neighborhood Plan.

158
00:21:23.080 --> 00:21:23.989
Colin Ryan - Promoter/Mic Enabler: Next slide

159
00:21:27.630 --> 00:21:31.580
Colin Ryan - Promoter/Mic Enabler: the objectives behind the zoning framework is outlined through these 6 categories.

160
00:21:33.030 --> 00:21:37.849
Colin Ryan - Promoter/Mic Enabler: We're looking to permit housing in key areas and mapping mih where possible.

161
00:21:38.420 --> 00:21:43.010

Colin Ryan - Promoter/Mic Enabler: encouraging a mix of uses reflective of Lic's past and future.

162
00:21:43.610 --> 00:21:46.150
Colin Ryan - Promoter/Mic Enabler: creating more open space opportunities

163
00:21:46.520 --> 00:21:48.549
Colin Ryan - Promoter/Mic Enabler: being responsive to context.

164
00:21:48.750 --> 00:21:52.380
Colin Ryan - Promoter/Mic Enabler: But the existing builds context surrounding the study area.

165
00:21:52.880 --> 00:21:56.559
Colin Ryan - Promoter/Mic Enabler: encouraging active, dynamic and diverse corridors.

166
00:21:56.740 --> 00:22:00.769
Colin Ryan - Promoter/Mic Enabler: and also strengthening the economic vitality of our light industrial districts.

167
00:22:01.480 --> 00:22:02.710
Colin Ryan - Promoter/Mic Enabler: Next slide please

168
00:22:06.100 --> 00:22:14.439
Colin Ryan - Promoter/Mic Enabler: the set of land use actions proposed consists of a zoning Map Amendment to rezone the existing zoning districts to districts that better accommodate the land use objectives.

169
00:22:14.510 --> 00:22:27.340
Colin Ryan - Promoter/Mic Enabler: The second Zoning Map Amendment is to expand the special Lic mixed use district co-terminus with the rezoning area and to include city planning commission chair certifications for specific actions under the special district.

170
00:22:27.690 --> 00:22:33.309
Colin Ryan - Promoter/Mic Enabler: The final amendment is focused on modifying the waterfront access plan to reach modern design standards

171
00:22:33.760 --> 00:22:43.360
Colin Ryan - Promoter/Mic Enabler: accompanying these actions are zoning text amendments to establish the rezoning area as a mandatory inclusionary housing area where new housing is permitted to require

172
00:22:43.380 --> 00:22:50.270
Colin Ryan - Promoter/Mic Enabler: that a percentage of all new units will be permanently affordable, and to update the bulk regulations within the special district text.

173
00:22:51.000 --> 00:22:57.660
Colin Ryan - Promoter/Mic Enabler: Other land use actions include changes to the city map to modify the

street network and disposition of city owned property.

174
00:22:58.100 --> 00:22:59.350
Colin Ryan - Promoter/Mic Enabler: Next slide, please.

175
00:23:02.730 --> 00:23:05.149
Colin Ryan - Promoter/Mic Enabler: This is a map of the proposed zoning framework.

176
00:23:05.500 --> 00:23:08.689
Colin Ryan - Promoter/Mic Enabler: Each of the colored areas represent a new zoning district.

177
00:23:09.160 --> 00:23:16.489
Colin Ryan - Promoter/Mic Enabler: Places that are not colored do not have zone proposed zoning changes, even if they are within the black line indicating the study area.

178
00:23:17.440 --> 00:23:24.729
Colin Ryan - Promoter/Mic Enabler: The areas in red and orange are mixed use districts that will allow for industrial, commercial, and residential uses at a higher density.

179
00:23:24.770 --> 00:23:30.209
Colin Ryan - Promoter/Mic Enabler: Concentrating the highest of these densities near transit. The lic core and the waterfront.

180
00:23:30.700 --> 00:23:38.430
Colin Ryan - Promoter/Mic Enabler: The areas in yellow are medium density. Mixed use districts that allow for moderate growth. Stepping down into the context of hunters point

181
00:23:39.450 --> 00:23:44.450
Colin Ryan - Promoter/Mic Enabler: all areas that allow for residential uses will be mapped as an Mih area.

182
00:23:45.180 --> 00:23:52.019
Colin Ryan - Promoter/Mic Enabler: The areas in purple are manufacturing districts that will open up opportunities for growing industries and other commercial uses.

183
00:23:52.340 --> 00:23:59.300
Colin Ryan - Promoter/Mic Enabler: Light purple area in the center would have a preference and density for industrial uses. While continuing to permit commercial uses.

184
00:23:59.770 --> 00:24:03.980
Colin Ryan - Promoter/Mic Enabler: areas indicated by the dotted blue line would have an updated waterfront access plan

185
00:24:04.390 --> 00:24:07.049
Colin Ryan - Promoter/Mic Enabler: we want to reinforce. This is still a draft

186
00:24:07.540 --> 00:24:08.790
Colin Ryan - Promoter/Mic Enabler: next slide, please.

187
00:24:11.890 --> 00:24:14.099
Colin Ryan - Promoter/Mic Enabler: We are currently in the middle of a process.

188
00:24:14.260 --> 00:24:17.710
Colin Ryan - Promoter/Mic Enabler: The proposed zoning actions is now entering environmental review.

189
00:24:17.850 --> 00:24:29.319
Colin Ryan - Promoter/Mic Enabler: While the zoning proposal goes through the environmental review, we will continue working with our partner agencies and the community to continue to define potential investments that are needed to support the neighborhood as it grows.

190
00:24:29.610 --> 00:24:35.119
Colin Ryan - Promoter/Mic Enabler: Finally, we will come back together next year to kick off the uniform land, use review process.

191
00:24:35.230 --> 00:24:36.320
Colin Ryan - Promoter/Mic Enabler: or Ulerp.

192
00:24:36.350 --> 00:24:44.370
Colin Ryan - Promoter/Mic Enabler: where stakeholders, including community boards, borough presidents, the City planning commission, and the City council, will all have a chance to weigh in on the plan.

193
00:24:44.530 --> 00:24:50.369
Colin Ryan - Promoter/Mic Enabler: and if approved, the plan will result in new zoning as well as new programs, services and capital projects.

194
00:24:51.100 --> 00:24:52.300
Colin Ryan - Promoter/Mic Enabler: Next slide, please.

195
00:24:55.270 --> 00:24:58.990
Colin Ryan - Promoter/Mic Enabler: and from here I'll pass it over to Bob Akrf to finish out the slide.

196
00:25:03.580 --> 00:25:09.469
Bob White, AKRF: Good afternoon, everyone, and thank you for attending. I'm Bob or Robert White. I'm with Akrf.

197
00:25:09.750 --> 00:25:17.119
Bob White, AKRF: And along with Philippe and associates, will be assisting the department in the environmental review process

198
00:25:17.420 --> 00:25:21.900

Bob White, AKRF: for for the proposed action. Next slide, please.

199
00:25:24.670 --> 00:25:31.789
Bob White, AKRF: I'm just going to give an overview of what the environmental review process is about and what the scope contains.

200
00:25:31.990 --> 00:25:32.650
Bob White, AKRF: So

201
00:25:33.650 --> 00:25:45.109
Bob White, AKRF: city environmental quality review or seeker as it's often referred to as a process that looks at the effects of a project, or in this case a a zoning action or a proposed action

202
00:25:45.140 --> 00:25:47.010
Bob White, AKRF: may have on the environment

203
00:25:47.240 --> 00:25:50.790
Bob White, AKRF: and for proposed land. Use applications

204
00:25:50.900 --> 00:25:52.350
Bob White, AKRF: next slide, please.

205
00:25:55.350 --> 00:26:08.720
Bob White, AKRF: What is the draft scope of work? The draft scope of work is the framework. That is the basis for the preparation of that environmental impact statement. It calls. It includes the details about what's proposed

206
00:26:09.380 --> 00:26:21.080
Bob White, AKRF: you know what the what the proposed action is and describes in detail with maps and graphics and and development program. What? What the analysis will be looking at?

207
00:26:21.522 --> 00:26:29.298
Bob White, AKRF: It provides, secondarily or ancillary to that. An outline of what the environmental topics are that will be

208
00:26:29.770 --> 00:26:36.229
Bob White, AKRF: specifically, specifically studied. And we have a slide that that outlines each of those.

209
00:26:36.370 --> 00:26:45.619
Bob White, AKRF: And it also explains the types of data that will be gathered as it relates to traffic or schools. Land use, etc.

210
00:26:46.018 --> 00:26:52.369
Bob White, AKRF: That. And it explains how that data will be gathered and how it's going to be analyzed in the environmental impact statement.

211
00:26:52.600 --> 00:26:53.970
Bob White, AKRF: Next slide, please.

212
00:26:57.220 --> 00:27:07.509
Bob White, AKRF: So this graphic which you see in the scoping document shows the projected and potential developments that are expected with the proposed zoning.

213
00:27:08.840 --> 00:27:18.750
Bob White, AKRF: There are 50 projected development sites. Projected development sites are those sites that are more likely to be affected or influenced by the

214
00:27:19.625 --> 00:27:25.820
Bob White, AKRF: proposed zoning actions, and and because of their size of their context and their setting.

215
00:27:26.020 --> 00:27:28.410
Bob White, AKRF: are are more likely to be developed.

216
00:27:29.060 --> 00:27:32.340
Bob White, AKRF: But there are also 15 potential development sites.

217
00:27:32.440 --> 00:27:46.629
Bob White, AKRF: and those potential development sites are sort of backups or secondary to the projected development sites in the event that a projected site does not fulfill the development program that is expected that some potential development site may do that.

218
00:27:46.710 --> 00:27:52.840
Bob White, AKRF: So we analyze both of these in different ways, and I'll explain a little bit about that in the upcoming slides

219
00:27:53.520 --> 00:27:54.980
Bob White, AKRF: next slide, please.

220
00:27:55.620 --> 00:28:01.879
Bob White, AKRF: and I'll I'll also, as it said on the slide. These are soft sites. Those are the 2 types of soft sites.

221
00:28:03.190 --> 00:28:11.910
Bob White, AKRF: The analysis framework is is the context in which each of these analytical analyses are performed.

222
00:28:12.369 --> 00:28:30.680
Bob White, AKRF: And it's it's you'll see the term reasonable worst case development scenario. That's the the projected development that's expected to occur with the with the rezoning action. There's an analysis here. So it is expected, reasonable worst case, that this development would proceed and and be

223
00:28:31.342 --> 00:28:38.287
Bob White, AKRF: realized over a 10 year over 10 years, and that's a pretty traditional

224
00:28:39.530 --> 00:28:43.160
Bob White, AKRF: Eis framework for city zoning actions.

225
00:28:43.633 --> 00:28:58.540
Bob White, AKRF: There's a no action condition that looks at the changes in the future in the absence of the proposed action. It's expected that they would be limited in residential or and or affordable housing development, limited commercial growth.

226
00:28:58.630 --> 00:29:07.310
Bob White, AKRF: and and if manufacturing uses may continue to be comprised of a mix of uses within the rezoning area.

227
00:29:08.085 --> 00:29:20.929
Bob White, AKRF: And, as as was just described. The the with action condition changes that scenario to expand housing production and facilitate mandatory inclusion, inclusionary housing units.

228
00:29:20.960 --> 00:29:27.090
Bob White, AKRF: and would enhance flexibility and growth as it relates to commercial and manufacturing uses.

229
00:29:27.190 --> 00:29:33.169
Bob White, AKRF: As I said, on the previous slide, there are 50 projected development sites, 15 potential development sites

230
00:29:33.978 --> 00:29:42.750
Bob White, AKRF: and the site selection, criteria, the method and by which these sites were identified for development, and the development that would occur

231
00:29:42.780 --> 00:29:45.650
Bob White, AKRF: is described in detail in the draft scope of work.

232
00:29:46.490 --> 00:29:47.920
Bob White, AKRF: Next slide, please.

233
00:29:50.290 --> 00:29:57.319
Bob White, AKRF: This is a breakdown of the type of development that is expected. And there's a table, a summary table

234
00:29:58.031 --> 00:30:11.779
Bob White, AKRF: like this in the scope of work. It shows the types of land use. The with action scenario one and with action area scenario 2. There are 2 with action, scenarios and the increments of growth

235
00:30:12.595 --> 00:30:20.200
Bob White, AKRF: under both of those scenarios in terms of residential square footage affordable housing local retail

236
00:30:20.380 --> 00:30:32.699
Bob White, AKRF: community centers and the warehouse and order related uses. So for those who want to see what the growth pattern may be, it's in the increments in the last 2 columns on the right

237
00:30:33.989 --> 00:30:41.950
Bob White, AKRF: which is the fundamental element, is is a fundamental change that we'll be analyzing in the environmental impact statement.

238
00:30:42.500 --> 00:30:43.910
Bob White, AKRF: Next slide, please.

239
00:30:46.920 --> 00:30:51.399
Bob White, AKRF: The draft scope of work has a has a lot of details on the

240
00:30:51.540 --> 00:30:58.250
Bob White, AKRF: analytical approaches. For an action of this size. You can imagine that

241
00:30:58.670 --> 00:31:09.161
Bob White, AKRF: all secret elements, or those that are found in the secret technical manual will be analyzed. Some of the some of the principal or prime issues that will be the real

242
00:31:09.680 --> 00:31:22.649
Bob White, AKRF: it'll go into more detail, and probably be a little lengthier in terms of their content in the Eis. Our land use zoning and public policy, and I'll add to public policy the waterfront revitalization program, since there are

243
00:31:22.690 --> 00:31:25.419
Bob White, AKRF: a number of sites at front on the

244
00:31:25.795 --> 00:31:33.289
Bob White, AKRF: are within the coastal zone both along the water's edge, and in law inland, as it relates to drainage and drainage management issues

245
00:31:34.198 --> 00:31:39.080
Bob White, AKRF: socioeconomic conditions will look at demographic changes in population ships

246
00:31:39.090 --> 00:31:43.210
Bob White, AKRF: that may result from the rezoning community facilities and services.

247

00:31:43.719 --> 00:31:55.249
Bob White, AKRF: Primary focus on schools. But we'll also be looking at daycare and other facilities and services that are provided within the area, or may be needed as a result of the added population

248
00:31:55.912 --> 00:32:05.279
Bob White, AKRF: open space and the effects on open space, and it will identify the need, if any, for additional open spaces and recreation. As a result of the growth in population.

249
00:32:05.390 --> 00:32:11.550
Bob White, AKRF: shadows and shadow sweeps, and how shadows may affect historic buildings or open spaces and parks.

250
00:32:11.680 --> 00:32:16.460
Bob White, AKRF: historic and cultural resources will inventory of the historic buildings

251
00:32:16.863 --> 00:32:26.310
Bob White, AKRF: and see how they may be directly affected or indirectly affected. If they're adja adjacent to a development site and cultural resources refers to

252
00:32:26.713 --> 00:32:36.750
Bob White, AKRF: archaeological resources. We we typically get a list of sites that are sensitive from the Landmarks Preservation Commission, and we do what's called a phase one a. On those sites.

253
00:32:36.960 --> 00:32:41.470
Bob White, AKRF: Urban design and visual resources will provide a number of it. It will.

254
00:32:41.760 --> 00:32:50.899
Bob White, AKRF: we'll provide imagery on what view corridors may be affected, and what they may look like in the no action condition, and how that may change with the proposed action.

255
00:32:51.597 --> 00:32:59.540
Bob White, AKRF: Hazardous materials, will be based on the existing site conditions, and what remediation may be necessary

256
00:33:00.066 --> 00:33:06.600
Bob White, AKRF: during construction or post construction to to address any residual residual materials from historic

257
00:33:06.670 --> 00:33:09.690
Bob White, AKRF: industrial uses, either in the ground or the water.

258
00:33:10.268 --> 00:33:15.830
Bob White, AKRF: Water and service structure will be doing a lot of coordination with Dep on the effects on the

259

00:33:15.940 --> 00:33:25.400
Bob White, AKRF: the water supply, and and also the sewer system and combined sewer overflows, and what how the new developments would need to comply with dep

260
00:33:26.141 --> 00:33:29.510
Bob White, AKRF: obligations with respect to site, drainage.

261
00:33:29.710 --> 00:33:35.319
Bob White, AKRF: solid waste and sanitation services and energy, we'll look at the demands added to

262
00:33:35.870 --> 00:33:45.999
Bob White, AKRF: solid waste the needs for recycling and energy demands. Transportation will be a major focus in conjunction with air quality will be a major focus of this analysis. Looking at

263
00:33:46.160 --> 00:33:48.729
Bob White, AKRF: many intersections in the area, both

264
00:33:48.840 --> 00:34:08.990
Bob White, AKRF: from the perspective of vehicle flow, but also pedestrian flow. And then corresponding to that, there'll be an analysis of air quality, as it relates to emissions from vehicles, and also stationary sources from new heating systems, and or the effects of existing heating systems on new and proposed buildings.

265
00:34:09.380 --> 00:34:10.630
Bob White, AKRF: greenhouse

266
00:34:10.760 --> 00:34:23.629
Bob White, AKRF: gas emissions will summarize and describe the obligations of each of these proposed developments in the future over the next 10 years. With respect to reducing greenhouse gas emissions and the effects on climate change.

267
00:34:24.064 --> 00:34:26.490
Bob White, AKRF: Noise. We'll look at ambient noise

268
00:34:26.560 --> 00:34:34.170
Bob White, AKRF: and the effects that that noise may have, or the requirements that may come out of that in that investigation of existing

269
00:34:34.230 --> 00:34:40.479
Bob White, AKRF: noise levels, and how window and wall attenuation may be necessary to ensure interior

270
00:34:41.159 --> 00:34:43.900
Bob White, AKRF: noise levels are within acceptable standards.

271
00:34:44.368 --> 00:34:49.600
Bob White, AKRF: And then there's summary chapters that look at public health and neighborhood character

that's compilation

272
00:34:49.800 --> 00:35:10.649
Bob White, AKRF: of of the the work with really with with respect to environment and also changes in land use. And looking at how that may affect in neighborhood character. And we'll have a construction analysis that will look at the build out of these sites individually and collectively, and how that may occur over the 10 years, and what the increments may mean in terms of

273
00:35:10.740 --> 00:35:14.749
Bob White, AKRF: local traffic, air and noise issues as sites get built.

274
00:35:15.600 --> 00:35:27.660
Bob White, AKRF: The outcome of all this work is mitigation. To the extent that each of these or any of these has any impacts. Mitigation is an obligation of the secret process that will be described

275
00:35:28.311 --> 00:35:36.888
Bob White, AKRF: in the Eis what the alternatives may be to the proposed action. What? And the required

276
00:35:37.350 --> 00:35:46.230
Bob White, AKRF: alternative is a no action. Assuming no, no zoning changes are proposed, and to the extent that we identify impacts, or or

277
00:35:46.960 --> 00:35:59.809
Bob White, AKRF: or any unmitigated impacts. It is required under seeker to describe what a no impact scenario may look like and what a no unmitigated impact scenario may look like or alternative.

278
00:35:59.960 --> 00:36:01.150
Bob White, AKRF: and that would be

279
00:36:01.661 --> 00:36:07.700
Bob White, AKRF: alternatives that that reduce or eliminate the impacts through it through alternative development programs.

280
00:36:08.223 --> 00:36:14.410
Bob White, AKRF: There are some summary chapters, also that go with the Eis. There's those are listed here, there.

281
00:36:14.831 --> 00:36:25.100
Bob White, AKRF: But the the most important one is probably the unavoidable adverse impacts. Which you where you will find what impacts may be unavoidable as a result of the project

282
00:36:25.270 --> 00:36:26.639
Bob White, AKRF: or the proposed action.

283
00:36:27.580 --> 00:36:28.989

Bob White, AKRF: Next slide, please.

284
00:36:32.429 --> 00:36:39.079
Bob White, AKRF: With that I'll I'll return or hand it over to Stephanie to to give the final summation.

285
00:36:40.000 --> 00:36:55.239
Stephanie Shellooe, Director, EARD: Great. Thank you, Bob and Colin, for that detailed presentation. We will now move on to Part 2 of the meeting, at which point we will receive testimony from elected officials, folks speaking on behalf of the local community boards and government agencies.

286
00:36:55.240 --> 00:37:12.020
Stephanie Shellooe, Director, EARD: When it is your turn to speak, your name will be called, and you'll be promoted to panelist. This will allow you to unmute your microphone and the ability to turn on your camera. If you wish. There will be a short period that it appears you're no longer in the meeting. Don't be alarmed. You will automatically join, rejoin the Zoom as a panelist.

287
00:37:12.140 --> 00:37:27.289
Stephanie Shellooe, Director, EARD: If anyone experiences technical issues that prevent you from being promoted or from sharing your testimony, we'll pause. Try to troubleshoot in the background to ensure that we can hear your testimony and move on to our next speaker coming back to you when we've resolved our technical issues.

288
00:37:27.480 --> 00:37:41.860
Stephanie Shellooe, Director, EARD: If this happens, or if you have any technical difficulties. Please do visit the how to guides on the Nyc. Engage web Page for assistance. We also have a dial in hotline for assistance. Folks can.

289
00:37:42.260 --> 00:37:57.609
Stephanie Shellooe, Director, EARD: call (877) 853-5247. And when prompted for a meeting, id dial the number at the bottom of the screen (618) 237-7396, when prompted for a password. Dial one.

290
00:37:58.940 --> 00:37:59.750
Stephanie Shellooe, Director, EARD: This

291
00:37:59.800 --> 00:38:08.010
Stephanie Shellooe, Director, EARD: concludes our our instructions, so now we will move on to our registered speakers in this 1st group. Starting with Council Member Julie one.

292
00:38:08.840 --> 00:38:13.849
Stephanie Shellooe, Director, EARD: we will promote you to panelists at this time, and you'll be invited to provide your testimony.

293
00:38:20.830 --> 00:38:23.740
x001_Julie Won: Good afternoon.

294
00:38:24.380 --> 00:38:41.630

x001_Julie Won: Okay, thank you so much for that presentation to Dcp. Good afternoon. My name is Julie, one I currently represent Long Island City and Sunnyside, Woodside, Long City and Astoria. But I represent for the city the entirety of the one lic study area and the context area.

295
00:38:41.910 --> 00:39:04.749
x001_Julie Won: Today I'll be providing comments to the draft scope of work and the investments needed for the plan to achieve its goals. But before I begin, I want to put on the record that I am displeased that the Department of city planning did not schedule this hearing for September, despite numerous requests from myself, the Community board community groups as well as the overlapping elected officials, the law of the city. And and

296
00:39:04.760 --> 00:39:12.999
x001_Julie Won: I want to make sure that our community has continued to be notified that there is an extension for written testimony in the case that they cannot join remotely

297
00:39:13.030 --> 00:39:20.659
x001_Julie Won: from now until September 13, th and we'll be working with the community to make sure that their input is heard.

298
00:39:21.440 --> 00:39:28.489
x001_Julie Won: The lawn city animal basin waterfront has been the site of multiple development proposals that have not come to fruition

299
00:39:28.490 --> 00:39:51.530
x001_Julie Won: previously completed, rezonings have transformed the neighborhood by bringing almost 2,000 23,000 new housing units. But very few of it has been for working class, new Yorkers. What we just heard in this presentation is that from 2,010 to 2,020 long city's population, increased by 43.7%, which is higher than the rest of New York City, which was on average about 7.7,

300
00:39:51.530 --> 00:40:11.459
x001_Julie Won: and out of those 20,000 housing units. We only had 15% inclusionary housing. That is extremely problematic. And we're hearing it all the time. In addition to knowing that we have more than 20. We have more than 30 shelters for currently unhoused community members who need truly affordable housing.

301
00:40:12.200 --> 00:40:32.540
x001_Julie Won: So we want to make sure that we put on the record that an inadequate public investment has also left old and new residents with a lack of service amenities, including open space and sufficient school seats and overburdened sewage and water mains. So I'm not sure what you were referring to for holistic planning, or like long-term planning. There has been no long-term planning.

302
00:40:32.540 --> 00:41:01.099
x001_Julie Won: We continue to have flooding, we continue to have sewage issues backflow. We still don't have enough school seats from 3 K. To middle school seats for all of our community members. We continue to have hundreds of students on wait lists that are fighting for a school in their own neighborhood. That is extremely problematic, and we shouldn't have fought so hard for commitments that were made from previous land. Use proposals like Lic ramps for the Court square, public library, as well as

303

00:41:01.470 --> 00:41:27.400
x001_Julie Won: our Court Square Elementary School, that is now K. To 8 and the other parcel C elementary school that was promised to us very long ago, and we're still waiting for the vertical of our middle school, and at the same time many New Yorkers, especially families and young children, continue to leave our city and our housing, because our housing and childcare costs are too high. We're hearing this every single week from our constituents, who are asking us how to remain in the neighborhood.

304
00:41:27.400 --> 00:41:44.320
x001_Julie Won: Many of those who remain are rent, burdened, and we continue to see that they are struggling to pay for basic expenses. On top of all of this. Our neighborhoods, especially our waterfront areas, are under threat of climate change and need deep investments for future planning for resiliency.

305
00:41:45.050 --> 00:42:14.960
x001_Julie Won: It is clear that these problems will not be solved from piecemeal divisive private development. Europe, which is why we have in partnership with Dcp. And the Mayor's Office and City Council have launched one Lac neighborhood planning process so that we can continue to have we continue to identify, define, and protect important existing community resources while also developing a blueprint for equitable and sustainable future growth. Since November we had 11 public

306
00:42:15.180 --> 00:42:16.260
x001_Julie Won: meetings.

307
00:42:16.390 --> 00:42:29.250
x001_Julie Won: town halls, large town halls, with more than 1,400 attendees, and we've received 4,200 total comments in the coming months. We will continue to do more outreach to increase the engagement.

308
00:42:29.980 --> 00:42:42.999
x001_Julie Won: and in June Dcp. Released this zoning framework. This zoning framework is a start, but it falls short of addressing our community's many, many needs, and the feedback that we have received in these town halls and focus area meetings.

309
00:42:43.080 --> 00:42:58.630
x001_Julie Won: the Eis must show the full scope of the community's vision to be realized, and we need to firm up the commitments for millions of dollars upfront for public investment. This proposal could result currently, at 16,000 new housing units. However, the reasonable

310
00:42:58.630 --> 00:43:14.710
x001_Julie Won: worst case development scenario project is a mix of market rate, and only mandatory inclusionary housing and mih is not the only kind of affordable housing that we could have in our district, and this will only result in 4,000 affordable housing units. That is not enough.

311
00:43:14.970 --> 00:43:34.420
x001_Julie Won: This will compound the existing pattern of unaffordable development in our neighborhood, and in 2,023 alone. Community Board 2 was in the top, 10 across the city for new housing and market rate, or above 80% ami of 969 units. Meanwhile we only got 3 affordable units below 80% ami.

312
00:43:35.210 --> 00:43:38.410
x001_Julie Won: The vast majority of housing need, as shown

313
00:43:38.560 --> 00:43:46.210
x001_Julie Won: by rent burdens, overcrowding other measures, and the amount of homelessness that we are seeing in our district alone.

314
00:43:46.660 --> 00:43:57.479
x001_Julie Won: let alone the whole city at large is among households with incomes below 50% ami. New market rate housing will not help these families find sustainable homes.

315
00:43:57.500 --> 00:44:12.999
x001_Julie Won: Public land is one area where the city can assert more control and maximize affordability, and the plan needs to commit to 100% affordable housing on public parcels and Annabel basin that is truly affordable, which the scoping document does not address.

316
00:44:13.320 --> 00:44:17.549
x001_Julie Won: In addition, the city should explore innovative community ownership models

317
00:44:17.850 --> 00:44:38.659
x001_Julie Won: and Dcp. Will also make sure. Dcp. Must also make sure that apartments are truly affordable to working class queens, residents. If the mih zoning text changes in the coming months to allow us to map option 3. The affordability option on its own. The Council needs the ability to do that. Within scope.

318
00:44:39.360 --> 00:44:50.109
x001_Julie Won: Also, the city must ensure that the scope allows for other public parcels, such as those under the Queensborough Bridge, owned by Dot, with Dsny

319
00:44:50.740 --> 00:44:55.250
x001_Julie Won: property on there to, as well as parks parks land

320
00:44:55.830 --> 00:44:58.890
x001_Julie Won: to be used for new public open spaces

321
00:44:59.310 --> 00:45:10.659
x001_Julie Won: and additional open house, additional housing along Annabel Basin like the DOE Parking Lot land and the dot parcel that is there as well.

322
00:45:11.310 --> 00:45:14.989
x001_Julie Won: The Environmental Review must study every option and tool

323
00:45:15.360 --> 00:45:43.079
x001_Julie Won: available to maximize affordable housing, preservation and production. Throughout this process we've heard from property owners and businesses about the need to reimagine the Ibz. While this plan increases density and permits new use and Ibz to foster economic growth, the city must do more to consider long-term viability of the Ibz in the future industrial Action plan. Their environmental review should consider an extension of the proposal. M. 1, 5, a. To the South

324
00:45:43.180 --> 00:45:49.509
x001_Julie Won: to itself, to align with 43rd Avenue, as well as extension of the proposal, M. 1 6 a.

325
00:45:50.250 --> 00:45:52.930
x001_Julie Won: To its west, to encompass 13th Street.

326
00:45:52.950 --> 00:46:00.869
x001_Julie Won: The scope should also include extension of the southern boundary line from 46th Avenue further south to 46 road

327
00:46:01.120 --> 00:46:23.970
x001_Julie Won: as an M. 1, 2, a slash, r 7 a. And and overall our Ibz businesses. Small businesses, especially those that employ local people of color and working class folks, have made it clear that we need investments in additional lighting, because it is extremely dark there in the Ibz area, as well as sanitation, to make sure that there is cleanliness there

328
00:46:24.430 --> 00:46:32.359
x001_Julie Won: to make sure that it is not dirty as well as other investments for sewage, infrastructure, and electricity.

329
00:46:32.570 --> 00:46:37.759
x001_Julie Won: This plan, and we're seeing a lot of flooding there as well

330
00:46:38.350 --> 00:46:50.620
x001_Julie Won: when it rains. This plan must do better to address the needs of thousands of shelter residents, including asylum seekers, and the city, must also honor the fair share framework

331
00:46:51.950 --> 00:47:00.769
x001_Julie Won: to ensure that our Queensbridge residents are not being overburdened without any additional resources, while zoning changes proposed present

332
00:47:01.620 --> 00:47:18.440
x001_Julie Won: proposed present an opportunity to build new housing and economic opportunity. They are not a plan for one Lac to advance the city must commit to deep investments in our neighborhood. This means investment for our Queensburg residents increasing capacity at their PAL daycare center, which

333
00:47:18.520 --> 00:47:34.149
x001_Julie Won: it's not just about capacity, but they need capital investments. It's actually dilapidated and completely run down. And that daycare sector has raised generations of Queensbridge children, and it needs to be brought back up to a standard that is safe and clean for children.

334
00:47:34.890 --> 00:47:51.579
x001_Julie Won: and we should rebuild the larger version of the swimming pool that used to be at Queensbridge Park that has shut down the Queensbridge residents very, very much loved. We would like to see that come back. Queensbridge residents have also been requesting a dog park at Baby Queensbridge

Park.

335
00:47:51.630 --> 00:47:55.889
x001_Julie Won: They are asking for their maintenance to be

336
00:47:56.440 --> 00:48:02.700
x001_Julie Won: taken care of upgraded security systems. We'll continue to work with them to make sure that

337
00:48:03.711 --> 00:48:31.150
x001_Julie Won: all of the repairs that are out that are supposed to be part of their capital plan, for their elevators, as well as their intercoms, are continuing to be on schedule, and we also need to see an expansion of the Nycha parking lot. That's what they've been requesting along Baby Queensbridge Park up to 21st Street, so that way they can be completely separated from Queensbridge, Baby Park, along the Greenway for their parking needs.

338
00:48:32.010 --> 00:48:39.879
x001_Julie Won: Additionally, we should work with private and public landowners along the waterfront from Con Edison Silver Cup.

339
00:48:39.890 --> 00:48:57.610
x001_Julie Won: New York power, authority and.as well as everyone else. That's plexal bristillabaum who are going to be along the waterfront to implement a resilience, water access, waterfront access plan to ensure continuous public access from Gantry Park to Queensbridge Park.

340
00:48:58.500 --> 00:49:16.890
x001_Julie Won: completing the long term promised long promised Vernon Boulevard Middle School, as well as citing 3 new schools at minimum for K to 8 schools to accommodate growth as well as accommodate the already existing growth because of those who are in wait lists already to go to school in their neighborhoods.

341
00:49:17.110 --> 00:49:31.749
x001_Julie Won: We have to support the existing and build New 3 K. And Pre. K. Locations, so that parents have spots in their own neighborhood as well for early childhood education. We need new street designs and corridors that protect people from walking, biking, and taking the bus.

342
00:49:31.780 --> 00:49:40.809
x001_Julie Won: We should work with Laguardia community college nonprofit organizations and labor unions for job training and workforce development. As these development takes as this development takes place.

343
00:49:41.550 --> 00:50:05.789
x001_Julie Won: invest in infrastructure to handle frequent flooding and sewage problems during heavy rainfall and mitigate these impacts of climate change, especially along the waterfront. And as we talked about for green spaces. We want to see expansions all, all underneath the Queensborough Bridge for dot land to become public green space as well as the ramps for public green space as well, and we want to make sure that

344
00:50:06.339 --> 00:50:36.029

x001_Julie Won: we are all working together to have all these needs met, and we have a tremendous opportunity to meet our neighborhoods most pressing needs. Through this comprehensive planning process, however, we have to continue to participate, and shaping this plan, we have a long way to go, and I know that we are going to have many more public hearings as well as another town hall and focus area meetings. So I thank you all for continuing to stay engaged, as we continue to hold more meetings and more engagement to come. Thank you so much.

345
00:50:37.980 --> 00:50:41.200
Stephanie Shellooe, Director, EARD: Thank you. Thank you, councilwoman. Very

346
00:50:41.360 --> 00:50:52.070
Stephanie Shellooe, Director, EARD: thankful for your testimony, and please, of course, feel free to submit written comments, so we can make sure we have all of your notes for the record. Our next speaker in this group is Senator Kristen Gonzalez.

347
00:50:53.530 --> 00:50:59.100
Stephanie Shellooe, Director, EARD: Senator. We will promote you to panelists. In just a moment you'll be able to provide your testimony.

348
00:51:03.740 --> 00:51:04.920
x002_Kristen Gonzalez: All right.

349
00:51:05.000 --> 00:51:08.040
x002_Kristen Gonzalez: Are you able to hear and see me.

350
00:51:09.070 --> 00:51:10.210
Stephanie Shellooe, Director, EARD: Yes, welcome.

351
00:51:11.110 --> 00:51:25.529
x002_Kristen Gonzalez: Thank you so much. My name is Kristen Gonzalez. I'm the State Senator here. I will be speaking on behalf of Long Island City as an elected representative, but also as a resident that lives right by Queensborough Plaza.

352
00:51:25.910 --> 00:51:41.899
x002_Kristen Gonzalez: So I wanted to start just by thanking you for the presentation, certainly thanking Council Member Juan for her comments as well, certainly echo a lot of the concerns around deep underinvestment in this community, and a need for comprehensive planning.

353
00:51:42.245 --> 00:51:48.814
x002_Kristen Gonzalez: I'll also follow up with this in the form of a letter. So you have my written testimony.

354
00:51:49.190 --> 00:52:03.460
x002_Kristen Gonzalez: But speaking as a representative of Long Island City to advocate for robust community input and emphasize the critical need for comprehensive community planning. As we consider the department of city Planning's Long Island City Neighborhood plan.

355

00:52:03.720 --> 00:52:09.080
x002_Kristen Gonzalez: Long Island City has been one of the fastest growing neighborhoods in New York City. Over the last decade.

356
00:52:09.160 --> 00:52:20.119
x002_Kristen Gonzalez: The residents supporting this dynamic community deserve to meaningfully participate in decisions that will deeply impact the future. For Long Island city of Long Island City. For decades to come.

357
00:52:20.460 --> 00:52:35.800
x002_Kristen Gonzalez: The Long Island City Neighborhood plan must be scrutinized for its profound implications on our community. Long Island City is already grappling with serious deficits in open space and resiliency. These problems will only worsen with additional development unless addressed comprehensively.

358
00:52:36.110 --> 00:52:41.330
x002_Kristen Gonzalez: Once the scoping process begins, making substantive changes becomes increasingly difficult.

359
00:52:41.460 --> 00:52:48.040
x002_Kristen Gonzalez: Therefore it is imperative to address these concerns. Now the environmental assessment and review Division's positive

360
00:52:48.060 --> 00:52:59.160
x002_Kristen Gonzalez: found that these proposed actions have potential adverse impacts on open space, water and sewer infrastructure, traffic and public transportation, natural resources, air, quality, and more.

361
00:52:59.680 --> 00:53:26.230
x002_Kristen Gonzalez: This area is already suffering serious consequences from overdevelopment, and it is essential to ensure that any development in this area benefits the community and addresses existing deficits. That's why I'm calling for the inclusion of the maximum amount of deeply affordable housing, essential infrastructure upgrades, and a fully connected, accessible waterfront that includes plentiful green space and climate. Resilient shoreline infrastructure.

362
00:53:26.660 --> 00:53:41.630
x002_Kristen Gonzalez: deeply affordable. Housing doesn't have to come at the expense of providing the highest quality of life for residents that includes live workspaces for artists, street safety redesigns, Mta upgrades new schools and community services.

363
00:53:41.730 --> 00:53:54.979
x002_Kristen Gonzalez: A truly comprehensive development plan for Long Island city must balance the neighborhood's needs for open space, climate, resilient infrastructure, and should focus on creating a continuous waterfront park space from Queensbridge to Hunters Point.

364
00:53:55.510 --> 00:54:07.340
x002_Kristen Gonzalez: Furthermore, we urge you to consider the timing of the scoping meeting, holding such an important meeting in the middle of the summer, when many community members are unavailable, undermines the transparency of this process.

365
00:54:07.450 --> 00:54:16.670
x002_Kristen Gonzalez: We request that the comment period be extended past September 13, th 2,024 to allow broader participation and more meaningful community input.

366
00:54:17.160 --> 00:54:42.689
x002_Kristen Gonzalez: Wanna again, thank you for your attention to these critical issues. And certainly highlight that we've received a lot of input from community members to our office, especially on that last point around moving the meeting date. To allow for more community input. And I also wanted to add that based on this presentation. We are certainly concerned about 50 potential development sites, if not more.

367
00:54:43.040 --> 00:55:05.850
x002_Kristen Gonzalez: I think that's a significant number. That is new and will be new for the community, and speaking as a State level, elected. One issue that we've been trying to pursue at the State level. Is the effect of having of increased flooding and flooding exacerbation when there are an significant increase of towers in any given area because of stormwater run runoff.

368
00:55:05.850 --> 00:55:18.469
x002_Kristen Gonzalez: So I know I mentioned a resilient waterfront, and several times mentioned climate infrastructure. But even if we do and we should certainly invest in that infrastructure if we're looking at 50 new sites.

369
00:55:18.700 --> 00:55:48.240
x002_Kristen Gonzalez: Any infrastructure we implement before the sites are built are not going to account for the environmental impacts, post being built and being part of this community. So I'm certainly looking to collaborate with all of you. Certainly looking to increase community input around these concerns. And looking forward. For, you know, looking forward to really a plan that represents many of the needs that both myself and and councilmember Juan have highlighted today. So thank you.

370
00:55:49.310 --> 00:55:55.089
Stephanie Shellooe, Director, EARD: Thank you. Thanks so much for your testimony, and of course we welcome written written testimony.

371
00:55:56.690 --> 00:56:04.379
Stephanie Shellooe, Director, EARD: Thank you for being here. Our next speaker is Daniel Wiley. On behalf of Congresswoman Nydia Velasquez.

372
00:56:04.930 --> 00:56:11.239
Stephanie Shellooe, Director, EARD: Dan. You will be promoted to panelists in just a moment to provide the Congresswoman's testimony.

373
00:56:31.580 --> 00:56:33.219
Stephanie Shellooe, Director, EARD: Are we able to

374
00:56:33.500 --> 00:56:35.650
Stephanie Shellooe, Director, EARD: promote Dan to

375

00:56:35.690 --> 00:56:36.760
Stephanie Shellooe, Director, EARD: panelist

376
00:56:37.970 --> 00:56:40.049
Stephanie Shellooe, Director, EARD: peers. So hi! Welcome.

377
00:56:40.420 --> 00:56:41.809
x003_Dan Wiley: Hi, thank you.

378
00:56:43.070 --> 00:56:43.890
x003_Dan Wiley: very much.

379
00:56:45.380 --> 00:56:52.990
x003_Dan Wiley: I'm Dan Wiley, district director in the area for Congresswoman, Nydia Velasquez. Long Island City is a new area.

380
00:56:54.310 --> 00:56:55.479
x003_Dan Wiley: Oh, I'm muted.

381
00:56:57.580 --> 00:56:59.549
x003_Dan Wiley: We can hear you. Yes, we can.

382
00:56:59.650 --> 00:57:01.740
x003_Dan Wiley: Alright. I was getting other information.

383
00:57:02.673 --> 00:57:03.476
x003_Dan Wiley: So

384
00:57:04.430 --> 00:57:18.160
x003_Dan Wiley: Long Island City is a new area for Congresswoman Velasquez. She represents Sunnyside, Long Island City, Hunters Point, and also parts of North Brooklyn and beyond

385
00:57:18.628 --> 00:57:29.419
x003_Dan Wiley: I'm giving these comments on behalf of Congresswoman Nydia Velasquez. And it's unfortunate that we're doing this hearing in the middle of August. As you've heard. But here we are.

386
00:57:29.990 --> 00:57:34.170
x003_Dan Wiley: There are a lot of needs, obviously, in Long Island City.

387
00:57:34.850 --> 00:57:40.919
x003_Dan Wiley: From truly affordable housing to infrastructure both physical and social.

388
00:57:40.980 --> 00:57:47.230
x003_Dan Wiley: Previous development has created issues in the neighborhood, and rents remain

unaffordable.

389
00:57:47.410 --> 00:57:54.470
x003_Dan Wiley: comprehensive planning, as opposed to spot zoning, and one offs, as we've heard from the councilman, would be our

390
00:57:55.790 --> 00:58:04.590
x003_Dan Wiley: comprehensive planning as opposed to spot zoning would be our best chance to leverage the maximum in community benefits.

391
00:58:04.650 --> 00:58:32.159
x003_Dan Wiley: So Congresswoman Velasquez wanted to recognize the efforts of councilwoman Julie, one. In initiating this neighborhood planning process. Goals are important and the congresswoman supports the goals of creating an integrated neighborhood with affordable housing. That's equitable, but is vile. It is vitally important that it is truly affordable, safe, and we do it right.

392
00:58:32.400 --> 00:58:35.449
x003_Dan Wiley: We need to ensure that any action taken.

393
00:58:36.096 --> 00:58:47.020
x003_Dan Wiley: That the city delivers. We need to maximize affordable housing beyond the minimum required. Under the mandatory inclusionary housing program.

394
00:58:47.800 --> 00:59:03.200
x003_Dan Wiley: We must not displace residents or cultural institutions and businesses, but rather grow deeply affordable housing and affordable maker and cultural space and better support businesses in the industrial business zones.

395
00:59:03.700 --> 00:59:17.239
x003_Dan Wiley: New York City's infrastructure is not where it needs to be to withstand climate change tragically. We saw this again and again with repeated storms. High density, residential development

396
00:59:17.420 --> 00:59:31.270
x003_Dan Wiley: can put more pressure on old sewers risking overflow contamination and spillover effects, while the unified stormwater rule is a good step for new development. We must make

397
00:59:31.460 --> 00:59:36.629
x003_Dan Wiley: also take into account sanitary flows black water.

398
00:59:37.060 --> 00:59:57.509
x003_Dan Wiley: To ensure that development does not increase. Combined over sewer, sewer overflows and surrounding areas, the city must comprehensively study the sewer system, drainage and hydrology and implement tools to solve current problems and guarantee that new development does not add to them. I want to recognize

399
00:59:57.510 --> 01:00:09.119

x003_Dan Wiley: the efforts of the Department of Environmental Protection with this long-term control plan. But we have to do more now to mitigate any impacts.

400
01:00:09.200 --> 01:00:17.589
x003_Dan Wiley: we must balance development with resiliency efforts on the waterfront as well and create access and public open space.

401
01:00:17.640 --> 01:00:26.670
x003_Dan Wiley: We need a connected waterfront, and many agencies must work together from the city to the state and the fed.

402
01:00:26.780 --> 01:00:30.769
x003_Dan Wiley: particularly in this case the Us. Army corps of engineers.

403
01:00:31.300 --> 01:00:35.130
x003_Dan Wiley: Social infrastructure is also vitally important.

404
01:00:35.300 --> 01:00:42.620
x003_Dan Wiley: and we need schools, including 3 K and pre-k seats. And we need investments in existing housing.

405
01:00:42.750 --> 01:00:49.230
x003_Dan Wiley: such as at the Queensbridge houses. And we've heard a number of items from councilwoman Julie WAN.

406
01:00:49.780 --> 01:00:59.909
x003_Dan Wiley: It's important that we get physical and social infrastructure, commitments upfront and an and an Enforcement mechanism ahead of any proposed rezoning.

407
01:01:00.280 --> 01:01:17.130
x003_Dan Wiley: For instance, we've seen in Brooklyn, at Guanas the creation of a task force with a funded facilitator and members of the community to hold the city and all parties accountable for any commitments made through that rezoning process.

408
01:01:18.027 --> 01:01:29.390
x003_Dan Wiley: Also, historic resources is vitally important that we, that they should be protected and preserved what needs to be protected and preserves, needs to be identified

409
01:01:29.410 --> 01:01:33.319
x003_Dan Wiley: and designated ahead of rezoning actions.

410
01:01:34.880 --> 01:01:54.369
x003_Dan Wiley: The Congresswoman would also like to recognize community desires for the Department of Education Building to house the Queensborough People's Space in Queens. We need preserve not only the cultural, the culture of Long Island City, but create communal space for services.

411
01:01:54.660 --> 01:01:56.110
x003_Dan Wiley: The DOE building

412
01:01:56.440 --> 01:01:58.140
x003_Dan Wiley: as reimagined

413
01:01:58.230 --> 01:02:04.860
x003_Dan Wiley: and a transformed space would create new jobs and allow small businesses working artists

414
01:02:04.880 --> 01:02:07.560
x003_Dan Wiley: to remain and thrive in Long Island City.

415
01:02:07.840 --> 01:02:21.589
x003_Dan Wiley: an Rfp. For the building as part of the process opens on opportunity, and the Congresswoman believes the Queensborough people. Space would open many cultural and educational opportunities for the community to increase access.

416
01:02:21.830 --> 01:02:23.110
x003_Dan Wiley: Tonight. Shit

417
01:02:23.540 --> 01:02:37.790
x003_Dan Wiley: tenants, immigrants, and low income residents who have been historically shut out of economic development. This can be done, but we need cooperation from the city and its agencies to commit public land to nonprofit development

418
01:02:38.000 --> 01:02:44.649
x003_Dan Wiley: to the extent possible. The Congresswoman has raised this issue with city leaders and will continue to work toward this goal.

419
01:02:45.100 --> 01:02:49.460
x003_Dan Wiley: The city also needs to do more to ensure responsible development.

420
01:02:49.560 --> 01:02:56.849
x003_Dan Wiley: and many of these site sites may be contaminated and there needs to be full assessments done

421
01:02:56.870 --> 01:02:58.789
x003_Dan Wiley: ahead of development.

422
01:02:59.060 --> 01:03:17.209
x003_Dan Wiley: This is an issue of environmental justice and a sustainable future, and the Congresswoman would not support rezoning without stronger commitments. I want to thank you for your con consideration of these issues on behalf of Congresswoman Nydia Velasquez. Thank you.

423

01:03:18.360 --> 01:03:24.090
Stephanie Shellooe, Director, EARD: Thank you. Thank you to you and the Congresswoman for for the the thoughtful testimony.

424
01:03:24.490 --> 01:03:35.659
Stephanie Shellooe, Director, EARD: We will move to our next speaker, who is also speaking on behalf of an elected official, Eliana Bizguard Church on behalf of Assembly member Zoran Momdani.

425
01:03:36.060 --> 01:03:39.449
Stephanie Shellooe, Director, EARD: Eliana, you'll be promoted to panelist in just a moment

426
01:03:39.840 --> 01:03:43.460
Stephanie Shellooe, Director, EARD: to provide your testimony on behalf of the Assembly Member.

427
01:03:45.750 --> 01:03:47.170
x004_Elliana Bisgaard-Church: Hi! Can everyone hear me?

428
01:03:47.170 --> 01:03:48.149
Stephanie Shellooe, Director, EARD: Yes, welcome.

429
01:03:49.000 --> 01:04:16.899
x004_Elliana Bisgaard-Church: Thank you so much for the presentation, and to all those here I'm El Biscured Church. I'm Chief of staff for Assembly Members Assembly district, including Astoria and Long Island City, and regrettably Zerron is out of office this week, but we just want to briefly state our main priorities for moving forward and really echo many of the calls we've heard, especially from Senator Gonzalez just now.

430
01:04:17.750 --> 01:04:24.120
x004_Elliana Bisgaard-Church: It must include the maximum amount of deeply affordable housing.

431
01:04:24.410 --> 01:04:26.560
x004_Elliana Bisgaard-Church: It must include

432
01:04:26.910 --> 01:04:53.349
x004_Elliana Bisgaard-Church: commitments to improve infrastructure and public space, especially with regard to resiliency, and it must include a continuous, equitably accessible waterfront, particularly for our neighbors at Queensbridge. Houses that is also designed for climate, resiliency, and the coastal flooding facing Long Island City. We're calling for these criteria to be met as we engage further in this process.

433
01:04:53.430 --> 01:04:56.629
x004_Elliana Bisgaard-Church: As I said, we're keeping it brief for now. But thank you very much.

434
01:04:58.570 --> 01:05:07.560
Stephanie Shellooe, Director, EARD: Thank you. Thank you for you and the Assembly member for the testimony. If there's any written written testimony that you'd like us to consider. Please do send that along.

435

01:05:09.493 --> 01:05:18.359
Stephanie Shellooe, Director, EARD: Our next speaker is Katherine Demby, who is a staff of Counts Senator Gonzalez, so we will skip this speaker

436
01:05:19.500 --> 01:05:25.999
Stephanie Shellooe, Director, EARD: unless or if this person is providing testimony on on their own behalf, we will come back to the speaker.

437
01:05:27.790 --> 01:05:28.840
Stephanie Shellooe, Director, EARD: all right.

438
01:05:31.630 --> 01:05:52.749
Stephanie Shellooe, Director, EARD: This brings us to the end of the part 2 of the meeting where we're hearing from elected officials, government agencies, and folks speaking on behalf of the Local Community Board, and we will now proceed to part. 3 of the scoping meeting where members of the general public are going to be invited to speak for up to 3 min in the order in which they registered through our Nyc. Engage portal

439
01:05:52.830 --> 01:06:02.439
Stephanie Shellooe, Director, EARD: 3 min time tracker will start when you begin your testimony, so I'll ask our production team to go ahead to our our timer. Perfect. Thank you

440
01:06:02.500 --> 01:06:08.200
Stephanie Shellooe, Director, EARD: again, just as a reminder when it's your turn to speak that your name will be called, and you'll be promoted to panelists.

441
01:06:08.300 --> 01:06:21.669
Stephanie Shellooe, Director, EARD: This allows you to unmute your microphone and turn on your camera. If you wish to do so. It does take a moment and appears that you're no longer in the zoom, but you will automatically rejoin in the panelist feature to allow you to provide your testimony.

442
01:06:22.380 --> 01:06:41.489
Stephanie Shellooe, Director, EARD: After 3 min have passed you will be asked to conclude your remarks. We have many speakers signed up, and so we do want to make sure to be respectful of everyone's time and to allow everyone the opportunity to speak again. If anyone does have technical issues, we'll try to troubleshoot in the background and reach out to you to resolve any technical issues.

443
01:06:42.890 --> 01:06:58.420
Stephanie Shellooe, Director, EARD: All right. We will now move to our registered speakers again in the order in which they've registered. So our 1st speaker in this group is going to be Andrew Ebenstein. Andrew, you will be our next speaker. We'll promote you to panelists and hear your testimony.

444
01:07:17.700 --> 01:07:18.800
Stephanie Shellooe, Director, EARD: Hi! Welcome.

445
01:07:30.210 --> 01:07:30.960
Stephanie Shellooe, Director, EARD: I.

446
01:07:30.960 --> 01:07:41.552
x006_Andrew Ebenstein: Hi, thank you. Andrew Evanstein. Our company is a local property owner in in in Long City and in the

447
01:07:42.420 --> 01:08:10.619
x006_Andrew Ebenstein: in the scope area. We've also run an industrial business in the neighborhood for over 80 years, and we just wanted to commend Ecp. For undertaking the the comprehensive plan. You know it's been. It's been sort of an overlooked area. The 44th drive, 45th road, 46th road area. And and we find it, we find it it important that

448
01:08:10.620 --> 01:08:25.631
x006_Andrew Ebenstein: the rezoning as proposed, would make that area a mixed use zone connecting the Court Square and and Queens plaza neighborhoods with the waterfront. We feel that the

449
01:08:27.133 --> 01:08:50.220
x006_Andrew Ebenstein: the ibz and the retention of industrial businesses there, and the upselling of the industrial area is also very important. you know, it's always a balancing act with divergent interests. And we find the overall plan does a a a commendable job. Mixing the interests of

450
01:08:50.260 --> 01:09:00.369
x006_Andrew Ebenstein: the residents, the businesses, and the property owners in the neighborhood. So we just want to register our support. And we look forward to the to the plan. Moving forward.

451
01:09:03.910 --> 01:09:07.340
Stephanie Shellooe, Director, EARD: Great. Thank you. Thanks for your testimony and for being here today.

452
01:09:08.200 --> 01:09:18.339
Stephanie Shellooe, Director, EARD: Our next speaker is Angel Heart registered as angel Heart, but also appears to be on behalf of Laura Rothrock.

453
01:09:20.450 --> 01:09:25.910
Stephanie Shellooe, Director, EARD: Laura, we will promote you to panelists in just a moment to provide testimony.

454
01:09:37.580 --> 01:09:38.640
Stephanie Shellooe, Director, EARD: Hi! Welcome.

455
01:09:40.350 --> 01:09:41.229
xLaura Rothrock: Hi!

456
01:09:43.338 --> 01:09:44.450
xLaura Rothrock: Can you hear me?

457
01:09:44.450 --> 01:09:45.009

Stephanie Shellooe, Director, EARD: Yes, we can.

458
01:09:45.795 --> 01:09:46.580
xLaura Rothrock: Okay.

459
01:09:46.710 --> 01:10:03.249
xLaura Rothrock: Sorry my camera is not working, but I'm gonna go. Good afternoon. I'm Laura Rothork, president of the Long Island City partnership, the Long Island City partnership champions, economic development. First, st that benefit the neighborhood. We work to attract new businesses, to Lic.

460
01:10:03.370 --> 01:10:31.389
xLaura Rothrock: retain those already here, engage residents and visitors and promote a vibrant mixed use community. We also manage the lic business improvement district and the industrial business zone, the Ibc providing business services and assistance. We applaud the efforts of the New York City Department of Planning and Council Member one for bringing attention to the rapidly changing neighborhood through the one Lic Neighborhood plan. Our community has consistently advocated for improvements in sanitation, open space, sewer systems, transportation and police presence.

461
01:10:31.390 --> 01:11:01.359
xLaura Rothrock: These upgrades are essential to ensure our streets, green spaces and public realm are safe and walkable. The plan's objectives to create new housing, generate job opportunities and enhance the mixed use character of our neighborhood will track. Much needed investments in infrastructure and transportation to Lic. While we support most aspects of the draft plan, we see an opportunity to better connect the Ibz to the rest of the neighborhood. The Ibz is between 2 rapidly growing residential neighborhoods, the waterfront and court square and adjacent to 2 nitro campuses that

462
01:11:01.440 --> 01:11:23.800
xLaura Rothrock: that have lacked many amenities. Businesses here have naturally progressed to complement residential uses. However, the M. Zone designation creates a barrier cutting off court square from the waterfront. We continue to hear from local businesses and residents that they bypass local establishments. Many of the people bypass local establishments and jump on the subway into Manhattan. Out of convenience.

463
01:11:23.800 --> 01:11:53.550
xLaura Rothrock: We hear from employers that they have trouble retaining staff who are concerned about walking to the subway in the Ibz, which is dimly lit and not pedestrian friendly. The Lscp. Shares concerns about job preservation and business retention. We propose residential uses in the Ibz. With a mandatory industrial commercial far for each site to ensure that these businesses can remain. Not all Ibz should be viewed uniformly, and local nuances matter. There's an opportunity to create much needed housing where the local businesses can thrive.

464
01:11:53.590 --> 01:12:09.720
xLaura Rothrock: The assumption that industrial uses can't coexist with residential is outdated, and by allowing a truly mixed use, zone, the city can meet the demand for the community, oriented walkable lifestyle while preserving existing businesses and creating enhancing public safety and creating much needed housing. Thank you.

465
01:12:11.770 --> 01:12:15.470
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony and for your participation today.

466
01:12:15.840 --> 01:12:19.090
Stephanie Shellooe, Director, EARD: Our next speaker is Rayhan Hassan.

467
01:12:20.370 --> 01:12:29.869
Stephanie Shellooe, Director, EARD: Rehan Hassan will promote you to panelists in just a moment to provide your testimony. Following. Rehan will be Jessica Seychrist and Hera Javaid.

468
01:12:55.110 --> 01:13:04.500
Stephanie Shellooe, Director, EARD: Rehan Hassan. If you are being promoted to panelists, please accept when that happens, so that we're able to allow you to provide your testimony.

469
01:13:17.990 --> 01:13:22.389
Stephanie Shellooe, Director, EARD: We'll wait, just a moment before we move on to our next speaker.

470
01:13:24.530 --> 01:13:25.920
Stephanie Shellooe, Director, EARD: All right. There we go!

471
01:13:26.750 --> 01:13:27.909
x008_Rayhan Hasan: Hey! Good afternoon.

472
01:13:27.910 --> 01:13:28.510
Stephanie Shellooe, Director, EARD: Hi! Welcome!

473
01:13:29.080 --> 01:13:29.980
x008_Rayhan Hasan: Hey?

474
01:13:30.400 --> 01:13:43.223
x008_Rayhan Hasan: So I'm talking on myself. So I have been living in this area for last 8 to 10 years with my parents. Both my parents, sister, and my wife. So we have a pretty big family.

475
01:13:43.640 --> 01:13:51.809
x008_Rayhan Hasan: and I believe it is very important for us to have, like more large building with more 3 bedroom apartments.

476
01:13:52.050 --> 01:13:56.560
x008_Rayhan Hasan: cause we don't have that much. 3 bedroom apartment in our area.

477
01:13:56.740 --> 01:13:59.370
x008_Rayhan Hasan: and also it is very important

478
01:13:59.420 --> 01:14:08.339
x008_Rayhan Hasan: to have more workable street, and with number of Block Street cause the our neighborhood area. Is not

479
01:14:08.480 --> 01:14:10.160
x008_Rayhan Hasan: that much workable.

480
01:14:10.540 --> 01:14:14.569
x008_Rayhan Hasan: and also for a big family and have

481
01:14:14.690 --> 01:14:21.670
x008_Rayhan Hasan: kids in our family, we need more pre-k and middle School high school in our neighborhood.

482
01:14:22.570 --> 01:14:23.470
x008_Rayhan Hasan: Yes.

483
01:14:23.630 --> 01:14:24.930
x008_Rayhan Hasan: that's my thoughts.

484
01:14:26.680 --> 01:14:29.980
Stephanie Shellooe, Director, EARD: Great. Thank you. Thanks for being here and providing your testimony.

485
01:14:29.980 --> 01:14:30.910
x008_Rayhan Hasan: Thank you all.

486
01:14:31.650 --> 01:14:37.350
Stephanie Shellooe, Director, EARD: Our next speaker is Jessica sacrist, followed by Hara Jabaid, followed by Ted Gruber.

487
01:14:37.970 --> 01:14:43.780
Stephanie Shellooe, Director, EARD: Jessica Sacris. You'll be promoted to panelist in just a moment, and able to

488
01:14:44.150 --> 01:14:45.590
Stephanie Shellooe, Director, EARD: provide your testimony.

489
01:15:03.900 --> 01:15:18.800
x009_Jessica Sechrist: Hi, I'm Jessica, seacrist, executive director of the Hunters Point Parks Conservancy, and a Long Island City resident as the neighborhood's Primary Parks group. Our mission is to support and advocate for the green spaces and waterfront of Long Island City, and to ensure the parks remain an indispensable asset to the community.

490
01:15:18.920 --> 01:15:35.709
x009_Jessica Sechrist: We thank Council Member Juan and the Department of city planning for starting a comprehensive community planning initiative rather than approaching individual properties on a case by case basis, as the Conservancy feels is the best and most effective way to both. Address the neighborhood's current needs as well as plan for its sustainable growth in the decades to come.

491
01:15:35.940 --> 01:15:57.499
x009_Jessica Sechrist: or our organization can attest to the incredible benefits that have resulted from the 20 plus acres of new waterfront parks that have been built over the past 3 decades. I particularly applaud the efforts of Dcp. And councilmember Juan to invest in existing parks and deliver new open spaces along the waterfront and in the core that are high quality, resilient, sustainable, accessible, and designed to meet the needs of an expanding community.

492
01:15:57.500 --> 01:16:20.359
x009_Jessica Sechrist: In addition, this planning process also provides an opportunity to address the many longstanding infrastructure needs of our neighborhood, ranging from sewers to transportation to school capacity. I encourage particularly the use of green infrastructure approaches and efforts to mitigate some of the challenges facing the neighborhood. This includes ensuring waterfront access that extends the resilient design features from Hunters Point South Park to help

493
01:16:20.480 --> 01:16:49.429
x009_Jessica Sechrist: better protect the waterfront from the effects of climate change. It also includes additions like bioswales and tree pits in the Ibz which can help mitigate flooding during rain events. Lower the impact of urban Heat Island effect and make the walk between Queensbridge and other areas of lic much more welcoming. It is particularly important that increases in hardscape and impermeable surfaces from new developments are balanced with rain mitigation measures. Given our archaic sewage system and the increased flooding events we've seen over the last few years.

494
01:16:49.680 --> 01:17:14.669
x009_Jessica Sechrist: Lastly, we support Long Island City's neighborhood plans, objective to protect, to protect existing affordable housing and generate significant new housing, including housing, that it serves diverse types of household and family needs. We feel it's essential that new housing is matched by increased green spaces in addition to sewer upgrades and transportation enhancements. As our neighborhood currently ranks near the bottom for green space per capita, we support a focus on affordable housing and feel it's essential that residents in

495
01:17:14.670 --> 01:17:20.799
x009_Jessica Sechrist: portable units have access to infrastructure like parks and accessible transportation as an equity

496
01:17:20.800 --> 01:17:23.379
x009_Jessica Sechrist: as a matter of equity. Thank you.

497
01:17:24.680 --> 01:17:27.810
Stephanie Shellooe, Director, EARD: Thank you. Thanks for raising these topics and for your testimony.

498
01:17:29.072 --> 01:17:54.839
Stephanie Shellooe, Director, EARD: Our next speaker is Hera Javaid. We do not see the speaker in the zoom room. So if you are watching on the Youtube, please join the zoom via the link that was provided to you via email so that we can hear your testimony. But but not seeing Hara Javaid in the in the zoom. So we will move on to our next speaker. Our next speaker is Ted Gruber.

499
01:17:54.890 --> 01:18:03.289

Stephanie Shellooe, Director, EARD: so we'll promote you to panelists and hear your testimony. Ted Gruber will be followed by Carlo Casa, followed by Brendan Goodrich

500
01:18:04.120 --> 01:18:06.579
Stephanie Shellooe, Director, EARD: Ted Gruber, you will be our next speaker.

501
01:18:23.590 --> 01:18:24.639
Stephanie Shellooe, Director, EARD: Hi! Welcome.

502
01:18:25.110 --> 01:18:25.820
x011_Ted Gruber: Hello!

503
01:18:26.360 --> 01:18:27.470
x011_Ted Gruber: Can you hear me?

504
01:18:27.930 --> 01:18:28.870
Stephanie Shellooe, Director, EARD: Yes, we can.

505
01:18:29.490 --> 01:18:34.700
x011_Ted Gruber: Okay, I'm Ted Gruber, I chair the Long Island City community boathouse.

506
01:18:35.348 --> 01:18:48.600
x011_Ted Gruber: What? We've been active for 20 years. Now you may have seen our yellow kayaks going up and down the river at Hallett's Cove. We had done it in Animal Basin until the seawall started to

507
01:18:48.830 --> 01:18:50.250
x011_Ted Gruber: cause trouble.

508
01:18:52.310 --> 01:19:05.070
x011_Ted Gruber: what we need. We hear a lot about equitable access to the waterfront. What that seems to mean is access to the front fence separating us from the waterfront.

509
01:19:05.140 --> 01:19:06.420
x011_Ted Gruber: There's a

510
01:19:06.600 --> 01:19:30.340
x011_Ted Gruber: there's a shortage of places to put boats in and take them out of the water. There's a nice one at Hallett's Cove by a Socrates Sculpture Park. There's a new one on Newtown Creek at the end of Second Street, but those are 3 miles apart. If you're paddling up and down the East River, and lightning breaks out. There's no place else to get on to get off the river. If someone is injured

511
01:19:30.750 --> 01:19:32.290
x011_Ted Gruber: becomes ill

512

01:19:32.320 --> 01:19:40.979
x011_Ted Gruber: places to get on and off the water are very scarce. We need more of that. And any waterfront development should consider that

513
01:19:41.571 --> 01:20:05.239
x011_Ted Gruber: people still think it's unusual that we're kayaking. But the native Americans were doing it before Henry Hudson got here. The water had been polluted. But in recent decades it's come a long way. It's cleaner than it's been in a hundred years. We're one of at least 20 community boathouses citywide. And there are even 5 organizations running

514
01:20:05.260 --> 01:20:24.820
x011_Ted Gruber: numerous swimming events in the East River, Hudson River. There's a swim around Manhattan Island, which happens quite often, escorted by a kayaker and escorted by a motorboat. In fact, our group is planning a nighttime circumnavigation of Manhattan Island this coming Saturday.

515
01:20:25.340 --> 01:20:41.100
x011_Ted Gruber: We'll land in 3 different places once in Upper Manhattan once in Hoboken, once in Brooklyn for our little lunch break but places to get off the water and on the water are very, very scarce. Human powered boating is a valuable recreational

516
01:20:41.250 --> 01:20:45.059
x011_Ted Gruber: resource. It provides environmental access

517
01:20:45.643 --> 01:20:53.380
x011_Ted Gruber: environmental awareness promotes it. And we need a whole lot more of that kayaking, rowing.

518
01:20:53.490 --> 01:21:06.079
x011_Ted Gruber: canoeing, and swimming. I do want to give credit to Plaxall, who has been a very generous landlord to a number of non-profits, has provided us space to store the boats.

519
01:21:06.711 --> 01:21:21.879
x011_Ted Gruber: And when animal basin was functioning we had a beautiful spot to put the boats in and out of the water. We need more of this on any waterfront property that's coming online in the future. So please keep that in mind.

520
01:21:23.520 --> 01:21:24.880
x011_Ted Gruber: Think my time's up.

521
01:21:25.310 --> 01:21:28.740
Stephanie Shellooe, Director, EARD: Great thanks. So much for your testimony and for participating today.

522
01:21:29.917 --> 01:21:34.680
Stephanie Shellooe, Director, EARD: Our next speaker is Carlo Casa. So we'll promote you to panelists at this time.

523

01:21:35.219 --> 01:21:39.619
Stephanie Shellooe, Director, EARD: The following speakers will be Brendan Goodrich, followed by Paula Kirby.

524
01:21:40.440 --> 01:21:43.139
Stephanie Shellooe, Director, EARD: Carlo Casa, you will be our next speaker.

525
01:21:43.370 --> 01:21:47.999
Stephanie Shellooe, Director, EARD: so we'll take a moment while we get this next speaker situated.

526
01:21:49.370 --> 01:21:50.420
Stephanie Shellooe, Director, EARD: Hi, welcome.

527
01:21:50.820 --> 01:21:51.910
x013_Carlo Casa: Hi! How are you?

528
01:21:52.060 --> 01:21:52.610
Stephanie Shellooe, Director, EARD: Could.

529
01:21:53.240 --> 01:21:54.080
x013_Carlo Casa: That's great.

530
01:21:56.040 --> 01:22:05.880
x013_Carlo Casa: Okay. Good afternoon. My name is Carlo Casa, the director of policy and research at the New York Building Congress. Thank you for the opportunity to speak. Today.

531
01:22:06.210 --> 01:22:17.239
x013_Carlo Casa: The building Congress represents over 500 constituent organizations and over 250,000 skilled tradespeople and professionals dedicated to the growth and prosperity of our city.

532
01:22:17.420 --> 01:22:22.970
x013_Carlo Casa: We express our strong support for the purpose and need of the Long Island City Neighborhood Plan.

533
01:22:23.380 --> 01:22:39.619
x013_Carlo Casa: The Neighborhood Plan brings with it substantial benefits to the community, and is informed by the public from numerous focus meetings and town halls. We applaud Dcp's commitment to public feedback and look forward to continued community input in the future.

534
01:22:40.030 --> 01:22:54.429
x013_Carlo Casa: allowing the construction of 14,000 new mixed income housing units not only meets the urgent need for affordable housing, but also capitalizes on the tremendous growth long Island City has witnessed over the past 2 decades.

535
01:22:54.960 --> 01:23:04.109

x013_Carlo Casa: Housing development in Long Island City has already proved an incredible economic success story and further growth promises to do the same.

536
01:23:04.620 --> 01:23:09.590
x013_Carlo Casa: This plan will create good-paying jobs for New Yorkers and support local businesses.

537
01:23:09.980 --> 01:23:23.170
x013_Carlo Casa: Additionally, the commitment to incorporate mandatory inclusionary housing in these areas ensures that Long Island City will continue to be accessible to a wide range of residents and families at all income levels.

538
01:23:23.610 --> 01:23:28.849
x013_Carlo Casa: We welcome the essential infrastructure and community investments included in this proposal.

539
01:23:28.870 --> 01:23:41.250
x013_Carlo Casa: The updates to the sewer system, century old roadway network, new schools, new waterfront. Space and subway stations are key to supporting a bright and lasting economic future for Long Island City.

540
01:23:41.520 --> 01:24:01.739
x013_Carlo Casa: This is a forward thinking approach that will use zoning as a tool to enhance the quality of life in Long Island City, create new jobs, bring in new businesses, and promote a thriving, well connected community. Let's not miss this opportunity to support an even better future for Long Island City and its residents. Thank you for your consideration.

541
01:24:03.180 --> 01:24:05.880
Stephanie Shellooe, Director, EARD: Thanks. Thanks for your time and for your testimony.

542
01:24:06.360 --> 01:24:12.600
Stephanie Shellooe, Director, EARD: Our next speaker will be Brendan Goodrich, followed by Paula Kirby, followed by Rachel Cohen

543
01:24:12.900 --> 01:24:16.630
Stephanie Shellooe, Director, EARD: Brendan Goodrich, we will promote you to Panelist at this time.

544
01:24:16.670 --> 01:24:19.430
Stephanie Shellooe, Director, EARD: so that you're able to provide your testimony.

545
01:24:28.580 --> 01:24:29.230
x014_Brendan Goodrich: Hello!

546
01:24:29.700 --> 01:24:30.480
Stephanie Shellooe, Director, EARD: Hi! Welcome!

547

01:24:31.250 --> 01:24:58.829
x014_Brendan Goodrich: Hi! There we go! Hello! My name is Brendan Goodrich, and I'm speaking today on behalf of Jetblue. I'm Jetblue's manager of infrastructure planning, and also happen to be a resident of Sunnyside. In 2012 jetblue moved to this growing modern, vibrant, and dynamic neighborhood. And we've seen this neighborhood improve dramatically around us. We also renewed our lease in the Brewster Building, on the north side of Queens Plaza a few years ago, which cemented our support for this amazing neighborhood, which we'll call home for the next decade.

548
01:24:59.190 --> 01:25:21.129
x014_Brendan Goodrich: Jetblue's decision to place our headquarters in Long Island City not only brings thousands of good paying jobs to Long Island City, but has also resulted in hundreds of employees residing in very close proximity to our headquarters, making Long Island City, Astoria and Sunnyside home. It's exceedingly rare for a Us. Airline to put their headquarters and operation center in an urban environment. But as New York's hometown airline jetblue would have it no other way.

549
01:25:21.450 --> 01:25:48.199
x014_Brendan Goodrich: That being said, this urban environment, in which for intentionally residing, requires investment, and that investment is most clearly and effectively enabled with new, robust, and clear, comprehensive plan. We're particularly excited about a few things. 1st and foremost, we're really eager to see New Long Island City improve on an active transportation front to highlight a particular challenge we hope to get away from. I want to talk about how our crew members regularly complain that they are afraid to cross Queens Boulevard in front of our office.

550
01:25:48.200 --> 01:26:03.819
x014_Brendan Goodrich: We think everyone on this call would agree that it's pretty disgraceful that one of the most vibrant and dense communities in the country is bisected by Queens Boulevard. As it exists today. This space has to improve most importantly for our residents, visitors, and workers who are disabled, elderly, or have small children.

551
01:26:03.820 --> 01:26:18.529
x014_Brendan Goodrich: No one in the United States should be expected to cross 9 lanes of traffic in a bustling Bike Lane, in order to go from one side of a neighborhood to another. Jetblue would support the plan's continued requirement. That active transportation be accommodated with world class bike, pedestrian and transit infrastructure.

552
01:26:18.740 --> 01:26:37.880
x014_Brendan Goodrich: We also want to acknowledge the reality that ho housing costs in Long Island City are getting extremely high quickly. We're really eager to see more housing created as part of this plan, so that Long Island City can effectively house the next generation of New Yorkers in one of the most transit connected neighborhoods in New York City. The potential for this neighborhood to be one of the most connected.

553
01:26:37.880 --> 01:26:48.730
x014_Brendan Goodrich: environmentally friendly, modern, and dense neighborhoods on the East Coast isn't lost on organizations like jetblue. We want our crew members to be able to live here and walk here and bike and take transit to work.

554
01:26:48.730 --> 01:27:13.580
x014_Brendan Goodrich: and that requires that New York City do a better job building, housing to match demand with supply, especially in neighborhoods like Long Island City, that can more easily accommodate

new density without displacing disadvantaged residents than most neighborhoods. As an urban planner by trade, proud crew member of jetblue and resident of the area on emphatically Thank the City Planning Commission and Councilmember Julie WAN for their work in this space to ensure appropriate developmental progress, can continue

555
01:27:13.820 --> 01:27:23.659
x014_Brendan Goodrich: to ensure that the next generation of Long Island City residents and businesses can thrive in this connected, sustainable, vibrant, walkable, bikeable, modern, and diverse neighborhood. Thank you.

556
01:27:25.640 --> 01:27:27.559
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony.

557
01:27:29.700 --> 01:27:32.429
Stephanie Shellooe, Director, EARD: Our next speaker is Paula Kirby.

558
01:27:32.570 --> 01:27:41.160
Stephanie Shellooe, Director, EARD: Paula Kirby. We will promote you to panelists at this time to provide your testimony following. Paula will be Rachel Cohen and Edgeo Wheeler.

559
01:27:42.050 --> 01:27:44.069
Stephanie Shellooe, Director, EARD: So, Paula, you will be next

560
01:27:44.856 --> 01:27:45.969
Stephanie Shellooe, Director, EARD: for anyone

561
01:27:46.710 --> 01:27:55.609
Stephanie Shellooe, Director, EARD: who has not yet registered. Please do visit Nyc. Engage on the upcoming meetings, tab to register, to speak.

562
01:27:58.900 --> 01:27:59.700
x015_Paula Kirby: Hello!

563
01:27:59.950 --> 01:28:01.010
Stephanie Shellooe, Director, EARD: Hi! Welcome!

564
01:28:01.280 --> 01:28:02.090
x015_Paula Kirby: Hi!

565
01:28:02.950 --> 01:28:03.610
x015_Paula Kirby: So

566
01:28:03.690 --> 01:28:12.520
x015_Paula Kirby: my name is Paula Kirby, and I work at plaques all a family business which my grandfather started in the early 19 forties. Here in Long Island City.

567
01:28:12.780 --> 01:28:19.380
x015_Paula Kirby: over the past 80 plus years, 4 generations of my family have seen incredible change take place in Lic.

568
01:28:19.720 --> 01:28:25.230
x015_Paula Kirby: What was once a purely industrial area of New York City has become a vibrant mixed-use community.

569
01:28:25.760 --> 01:28:36.409
x015_Paula Kirby: Streets that had rarely been walked down now bustle with joggers, moms, and dads with babies in strollers, dog walkers, employees heading to work, and children heading to school.

570
01:28:36.620 --> 01:28:46.580
x015_Paula Kirby: An inaccessible and dangerous waterfront was transformed into Gantry State Park in Hunters Point, South Park, arguably one of the most beautiful waterfront areas in the city.

571
01:28:46.910 --> 01:28:52.219
x015_Paula Kirby: and a thriving arts community with museums, galleries, and event spaces

572
01:28:52.690 --> 01:29:02.219
x015_Paula Kirby: as the as the city, Dcp. And councilmember Juan, contemplate the 54 block area of one Lic. Even greater things are possible.

573
01:29:02.230 --> 01:29:18.790
x015_Paula Kirby: I applaud the purpose and need of the Lic Neighborhood Plan, which has the potential to provide approximately 4 14,000 units of new housing at all income levels, especially now, as the city suffers from lack of housing, and has only a 1.4% vacancy rate

574
01:29:19.070 --> 01:29:25.400
x015_Paula Kirby: acres of new open space and a green way that will connect Gantry State Park north to Queensbridge Park.

575
01:29:25.470 --> 01:29:31.700
x015_Paula Kirby: Much needed resiliency measures to help protect the wider neighborhood from future flooding and sea level rise.

576
01:29:31.720 --> 01:29:40.390
x015_Paula Kirby: and the investments in infrastructure to support this development schools, sewer and street infrastructure, community space, open space and more.

577
01:29:40.870 --> 01:29:46.749
x015_Paula Kirby: At one of the many outreach meetings over the past few months. One comment I heard really stood out.

578

01:29:46.990 --> 01:30:06.410
x015_Paula Kirby: A young woman had applied for affordable housing, and was now living in Hunters Point, South. She said every day she pinches herself that it was a dream to live in this amazing community. She was attending the outreach meeting because she wanted more people to be able to have a similar experience of living in Lic, and hoped that the Neighborhood Plan could make that a reality.

579
01:30:06.680 --> 01:30:18.329
x015_Paula Kirby: This plan provides a real opportunity to positively shape the future of our neighborhood. Thoughtful change can provide opportunity, and I believe that this is what this rezoning will achieve. Thank you.

580
01:30:20.100 --> 01:30:23.159
Stephanie Shellooe, Director, EARD: Thanks. Thanks for your testimony and for being here today.

581
01:30:24.120 --> 01:30:26.780
Stephanie Shellooe, Director, EARD: Our next speaker is Rachel Cohen.

582
01:30:27.050 --> 01:30:36.500
Stephanie Shellooe, Director, EARD: Rachel Cohen. We will promote you to panelists, so that you're able to provide your testimony. Following Rachel, we will hear from Edgeo Wheeler and Seth Borenstein.

583
01:30:49.400 --> 01:30:50.630
x016_Rachel Cohen: Hi! Can you hear me?

584
01:30:50.630 --> 01:30:51.640
Stephanie Shellooe, Director, EARD: Yes, welcome.

585
01:30:51.640 --> 01:31:03.240
x016_Rachel Cohen: Great. Hello, Hello, everyone! My name is Rachel Cohen. I will be reading the testimony of Peter, Papa Michael of the Brea group, and Chris, Papa Michael CEO of the domain companies.

586
01:31:04.820 --> 01:31:24.090
x016_Rachel Cohen: We're sorry that we could not be here. In person. Today. Berea and Domain are active real estate developers in Long Island City. Some of our projects include a mixed use, residential development, located at 2 33 50th Avenue, the public pedestrian plaza, and surrounding retail and maker spaces at 12th Street

587
01:31:24.100 --> 01:31:26.779
x016_Rachel Cohen: and the renovation of the Metropolitan Building.

588
01:31:27.510 --> 01:31:41.700
x016_Rachel Cohen: We're looking forward to partnering with the Cuny Graduate Center and the Graduate Center Foundation to develop the site at 5 0. 1 47th Avenue, which has been a vacant lot and shovel ready development site for over a decade

589
01:31:41.710 --> 01:31:50.869

x016_Rachel Cohen: in the past the Cuny and the Graduate Center foundation through the State, considered a zoning override to allow for a 12 story residential building. At this site

590
01:31:51.210 --> 01:32:10.240
x016_Rachel Cohen: our current proposal builds on that idea, aiming to create student and faculty housing for Cuny along with residential housing, including permanently affordable units. We also plan to incorporate publicly accessible open space and neighborhood retail to support the broader goals of the Long Island City Neighborhood plan.

591
01:32:10.630 --> 01:32:23.419
x016_Rachel Cohen: We are requesting that the mid block 28, that the mid block of block 28 be rezoned to an M. 1, 2, a slash, R. 7 x district

592
01:32:23.500 --> 01:32:30.820
x016_Rachel Cohen: and lot 21 to an m. 1 dash. 5. A slash R. 8. District

593
01:32:30.830 --> 01:32:34.150
x016_Rachel Cohen: treating this part of 5th Street as a wide street.

594
01:32:34.950 --> 01:32:41.799
x016_Rachel Cohen: Our plan balances the need for increased residential and educational facilities with green spaces and affordable housing.

595
01:32:41.890 --> 01:32:49.310
x016_Rachel Cohen: By making these changes we can offer much needed public space, enhancing community life and fostering a sense of belonging.

596
01:32:49.450 --> 01:32:55.760
x016_Rachel Cohen: We've received enthusiastic support from Queensborough, President Donovan Richards and Council Member Julie Vaughan.

597
01:32:56.000 --> 01:33:06.239
x016_Rachel Cohen: Cuny, and the Graduate Center Foundation would remain our partner, using net proceeds from the site sale to Varea and domain to create housing stipends for students and faculty.

598
01:33:06.310 --> 01:33:12.629
x016_Rachel Cohen: We welcome further discussion on this proposal, and are eager, eager to collaborate, to bring these plans to life.

599
01:33:12.760 --> 01:33:19.750
x016_Rachel Cohen: Thank you for considering our proposal. We look forward to your feedback and working together on this exciting project. Thank you.

600
01:33:20.630 --> 01:33:24.390
Stephanie Shellooe, Director, EARD: Thank you. Thank you for for speaking on behalf of that team.

601
01:33:26.240 --> 01:33:32.950
Stephanie Shellooe, Director, EARD: All right. Our next speaker is Ed Joe Wheeler, followed by Seth Borenstein, followed by Jeff Mulligan.

602
01:33:33.411 --> 01:33:38.659
Stephanie Shellooe, Director, EARD: Joe Wheeler, you will be our next speaker, so we'll promote you to panelists to provide your testimony.

603
01:34:03.300 --> 01:34:06.089
Stephanie Shellooe, Director, EARD: I, Joe Biller, we see you and the panelists.

604
01:34:06.600 --> 01:34:10.019
Stephanie Shellooe, Director, EARD: Tab, so you should be able to unmute yourself at this time.

605
01:34:16.970 --> 01:34:26.499
x017_Edjo Wheeler: Got it. Great Hi, everybody! Thank you for that. Thank you for this time. My name is Edgra Wheeler. I'm the executive Director of culture lab Lic and Lica Board of Directors.

606
01:34:27.800 --> 01:34:33.039
x017_Edjo Wheeler: What becomes of a neighborhood when it's heart? The artists, the creators, the visionaries, are pushed out

607
01:34:33.150 --> 01:34:41.310
x017_Edjo Wheeler: as we stand on the brink of major changes in Lic. This isn't just a rhetorical question. It's the reality we live in now and face in the future.

608
01:34:41.550 --> 01:34:46.549
x017_Edjo Wheeler: We hear very little mention about arts and culture. When it comes to these plans, let's change that.

609
01:34:47.300 --> 01:34:53.220
x017_Edjo Wheeler: The plan being proposed, comes with opportunities and many challenges. I can only speak to the arts and culture part.

610
01:34:53.300 --> 01:34:59.469
x017_Edjo Wheeler: but we've seen it before. Soho, Chelsea, Williamsburg, once thriving artistic hubs now priced out and scattered.

611
01:34:59.760 --> 01:35:02.920
x017_Edjo Wheeler: We have a unique opportunity to do things differently.

612
01:35:02.950 --> 01:35:06.899
x017_Edjo Wheeler: to protect what makes Long Island City special while embracing new development.

613

01:35:07.170 --> 01:35:12.740
x017_Edjo Wheeler: This isn't about choosing between arts and culture arts and progress. It's about integrating the 2.

614
01:35:12.840 --> 01:35:19.879
x017_Edjo Wheeler: Imagine a future where new developments don't just tolerate artists, but actively support them and see them as an asset

615
01:35:20.150 --> 01:35:25.970
x017_Edjo Wheeler: where developers contribute to the cultural fabric of the community they are entering as they irrevocably change it.

616
01:35:26.750 --> 01:35:39.159
x017_Edjo Wheeler: I need another 2 min just to talk about the indisputable economic impact of the arts on a neighborhood. Arts and culture aren't just nice to halves. They're economic drivers that make our community a place where people want to live work and play.

617
01:35:39.430 --> 01:35:47.249
x017_Edjo Wheeler: Yet too often arts and culture are used to market this area, seen as attractions, but frequently overlooked during the actual planning

618
01:35:47.470 --> 01:35:53.459
x017_Edjo Wheeler: support for the arts in New York is so scarce that they continue to diminish and fade away.

619
01:35:53.990 --> 01:36:01.660
x017_Edjo Wheeler: We've seen other cities implement percentage for the arts programs where a portion of development budget is dedicated to supporting the arts.

620
01:36:01.760 --> 01:36:04.910
x017_Edjo Wheeler: It's time for Lic to embrace a similar commitment.

621
01:36:05.020 --> 01:36:12.070
x017_Edjo Wheeler: The artists of Western queens need a seat at this decision-making table. When arts and culture are prioritized, everyone benefits.

622
01:36:12.610 --> 01:36:24.270
x017_Edjo Wheeler: There is no arts organization representing lic Western queens or even queens as a whole. This absence means. There's no unified voice advocating for the cultural and creative needs of our community.

623
01:36:24.460 --> 01:36:28.540
x017_Edjo Wheeler: It's not just a loss for the arts. It's a missed opportunity for all of queens

624
01:36:28.730 --> 01:36:36.880
x017_Edjo Wheeler: without a dedicated advocate, we risk losing the vibrant culture that draws people in

fuels our local economy and defines the character of our neighborhoods.

625
01:36:36.990 --> 01:36:44.519
x017_Edjo Wheeler: This lack of representation affects everyone, weakening the cultural and economic fabric of our entire borough. We need to bridge this gap together.

626
01:36:44.960 --> 01:36:49.609
x017_Edjo Wheeler: So we call on you city planners, developers, community leaders and artists.

627
01:36:49.740 --> 01:36:57.809
x017_Edjo Wheeler: Let's seize this moment. Let's craft a plan that doesn't just bring new life to Lac, but also preserves and enhances the creative spirit that defines it.

628
01:36:58.330 --> 01:37:03.960
x017_Edjo Wheeler: Together, we can make Lic a model for how development can coexist with culture.

629
01:37:03.990 --> 01:37:08.570
x017_Edjo Wheeler: how growth can happen without displacing the very people who make a place worth growing.

630
01:37:08.690 --> 01:37:10.520
x017_Edjo Wheeler: Let's keep queens strong.

631
01:37:10.660 --> 01:37:14.609
x017_Edjo Wheeler: which means supporting the arts. Please build that into this plan.

632
01:37:14.640 --> 01:37:20.840
x017_Edjo Wheeler: There's a lot of artists that make this neighborhood what it is, and they need your support. We all do thank you.

633
01:37:21.950 --> 01:37:27.339
Stephanie Shellooe, Director, EARD: Thank you right on time. Thank you for for your testimony and for being here.

634
01:37:27.490 --> 01:37:37.379
Stephanie Shellooe, Director, EARD: Our next speaker is Seth Borenstein, so we'll promote the speaker to panelists to provide their testimony. Seth will be followed by Jeff Mulligan and Matt Quigley.

635
01:37:50.780 --> 01:37:51.490
x018_Seth Bornstein: Hello!

636
01:37:51.650 --> 01:37:52.550
Stephanie Shellooe, Director, EARD: Hi! Welcome!

637

01:37:52.550 --> 01:38:04.690
x018_Seth Bornstein: Yes, I'm Seth Borenstein, Executive Director of the Queens Economic Development Corporation. Our mission has been for 47 years to help create retain jobs that focus to assist those with low and moderate income

638
01:38:04.740 --> 01:38:07.389
x018_Seth Bornstein: women, minorities, and immigrants especially

639
01:38:07.530 --> 01:38:33.640
x018_Seth Bornstein: we operate a variety of programs directed towards the dismission, including the borough's only nonprofit commercial kitchen incubator benefit in Long Island City as an economic development professional for over 40 years. I remember Long Island City in the seventies and eighties with the nascent development in that area that included the what was formerly called the Citibank Tower Queens, West, and the Woodfront parks. All that led to what we have today

640
01:38:33.680 --> 01:38:36.979
x018_Seth Bornstein: one of the strongest and most desirable neighborhoods in New York City.

641
01:38:37.220 --> 01:38:46.870
x018_Seth Bornstein: done properly, this plan could tie together the many neighborhoods that comprise Loyon City. The most important elements are housing small business recreation and infrastructure.

642
01:38:46.990 --> 01:38:56.670
x018_Seth Bornstein: Affordable housing is the greatest need. We appreciate councilwoman Juan making it priority farms need to be designed for families. Every size and income group.

643
01:38:56.860 --> 01:38:59.720
x018_Seth Bornstein: the exec will increase the stability of the community

644
01:38:59.800 --> 01:39:06.749
x018_Seth Bornstein: as the Queen, Gdc. Is focused on small businesses. We want to make sure the development will ensure space for entrepreneurs.

645
01:39:06.810 --> 01:39:19.560
x018_Seth Bornstein: Our innovation, creative and tech industries are growing, but they need to be nurtured. This is a priority additionally locally owned. Retail and necessary services are vital to make it a real neighborhood, not change stores.

646
01:39:20.850 --> 01:39:46.769
x018_Seth Bornstein: The concept of contiguous water access throughout the city was a dream 40 years ago, connecting Queensbridge Park to Animal Basin will be part of that realization of that dream and bring the community together in a very tangible way, and of course, infrastructure. The more people who, as more people want to live, work, and play along the city, they must be accommodated. This means upgrades to mass, transit, attention to climate control and all other government services.

647
01:39:46.850 --> 01:39:51.359
x018_Seth Bornstein: The Queen, Gdc. Looks forward to work with all stakeholders on this important

project. Thank you.

648
01:39:53.160 --> 01:39:55.640
Stephanie Shellooe, Director, EARD: Thank you. Thanks very much for your testimony.

649
01:39:56.100 --> 01:40:00.990
Stephanie Shellooe, Director, EARD: Our next speaker is Jeff Mulligan. We'll promote you to panelists in just a moment.

650
01:40:01.520 --> 01:40:07.020
Stephanie Shellooe, Director, EARD: Jeff Mulligan will be followed by Matt Quigley, who will be followed by Kelly Craig.

651
01:40:08.320 --> 01:40:11.000
Stephanie Shellooe, Director, EARD: Jeff Mullgan. You'll be our next speaker.

652
01:40:18.210 --> 01:40:19.310
Stephanie Shellooe, Director, EARD: Hi! Welcome!

653
01:40:20.690 --> 01:40:23.790
Stephanie Shellooe, Director, EARD: You're still muted. If you can unmute your microphone.

654
01:40:28.670 --> 01:40:34.009
x019_Jeff Mulligan: Hi! Good afternoon. My name is Jeff Mulligan. I'm a planner with the law firm of Kramer Levin.

655
01:40:34.300 --> 01:40:38.840
x019_Jeff Mulligan: We represent the owners of 45, 40, Vernon Boulevard in Long Island City.

656
01:40:39.260 --> 01:40:45.319
x019_Jeff Mulligan: We're testifying today to request that our property be included within the proposed rezoning area.

657
01:40:45.480 --> 01:40:52.370
x019_Jeff Mulligan: The property block 26 Lot 4 is an L-shaped parcel, with frontage on both Vernon Boulevard and 46th Avenue.

658
01:40:53.120 --> 01:40:57.699
x019_Jeff Mulligan: It is the only property fronting on Annabelle Basin that outside of Queens West

659
01:40:57.800 --> 01:41:01.060
x019_Jeff Mulligan: is not included within the proposed rezoning area.

660
01:41:01.430 --> 01:41:09.570

x019_Jeff Mulligan: As the department is aware, we obtained a zoning variance in March 2023, to construct a residential building with ground floor retail on the property.

661
01:41:09.880 --> 01:41:14.689
x019_Jeff Mulligan: The development includes the reuse of the Paragon Paint building that fronts on Vernon Boulevard.

662
01:41:14.790 --> 01:41:28.210
x019_Jeff Mulligan: We're proceeding with the development of the variance building. And, in fact, we're on a very expedited construction timeline, so that we can complete the building in order to qualify for the tangible tax credits of the State's Brownfield Cleanup program.

663
01:41:29.130 --> 01:41:39.459
x019_Jeff Mulligan: The property is the former site of the Paragon paint factory, and the property was remediated. Pursuant to the Brownfield program, with a certificate of completion issued in 2,018.

664
01:41:39.840 --> 01:41:53.209
x019_Jeff Mulligan: Despite the fact that we fully expect to complete the variance building, we think the site should nonetheless be included in the rezoning area in the event that some unforeseen problem arises that prevents construction of the property currently underway.

665
01:41:53.640 --> 01:41:56.210
x019_Jeff Mulligan: This is not at all anticipated.

666
01:41:56.260 --> 01:42:01.730
x019_Jeff Mulligan: but unforeseen issues can arise on large complex construction projects in New York City.

667
01:42:01.800 --> 01:42:05.170
x019_Jeff Mulligan: and if construction does not occur as anticipated.

668
01:42:05.190 --> 01:42:09.830
x019_Jeff Mulligan: the property as currently proposed in the rezoning would remain M. 1, 4,

669
01:42:10.010 --> 01:42:16.949
x019_Jeff Mulligan: which would not allow for residential use and could result in development that is incompatible with the city's vision for the area

670
01:42:17.020 --> 01:42:20.889
x019_Jeff Mulligan: or result in an extended period of vacancy at the property.

671
01:42:21.340 --> 01:42:32.410
x019_Jeff Mulligan: But if the property is included in the rezoning, and the variance building is not constructed. For some unforeseen reason a new development would have to fully comply with the city's rezoning.

672

01:42:32.875 --> 01:42:46.469
x019_Jeff Mulligan: We do not see a downside from the city's perspective, and including the site within the rezoning area, in fact, including the property within the proposed m. 1 r. 9 zoning district that is proposed for all other sites with frontage on it on Annabelle Basin

673
01:42:46.520 --> 01:42:49.560
x019_Jeff Mulligan: would also allow for a much more consistent zoning map.

674
01:42:49.920 --> 01:42:54.979
x019_Jeff Mulligan: as opposed to the current proposal, where the M. 1, 4 designation would be an anomaly.

675
01:42:55.350 --> 01:42:58.909
x019_Jeff Mulligan: We appreciate the opportunity to comment on the scoping document.

676
01:42:58.980 --> 01:43:01.919
x019_Jeff Mulligan: and we look forward to working with city planning on the proposal.

677
01:43:04.780 --> 01:43:08.040
Stephanie Shellooe, Director, EARD: Thanks thanks for your testimony, and for for raising this.

678
01:43:08.620 --> 01:43:19.630
Stephanie Shellooe, Director, EARD: Our next speaker is Matt Quigley, so you'll be promoted to panelists so that you're able to provide your testimony, Matt Quigley will be followed by Kelly Craig, followed by Patrick Smith.

679
01:43:41.310 --> 01:43:46.570
Stephanie Shellooe, Director, EARD: Matt. Quickly. You should be able to unmute your microphone to provide your testimony at this time.

680
01:44:11.954 --> 01:44:18.020
Stephanie Shellooe, Director, EARD: Someone in our back of house is able to unmute our next speaker, Matt Quigley.

681
01:44:22.020 --> 01:44:23.230
x020_Matt quigley: Can you hear me now?

682
01:44:23.230 --> 01:44:24.520
Stephanie Shellooe, Director, EARD: Hi! There! Yes, welcome!

683
01:44:25.280 --> 01:44:26.629
x020_Matt quigley: Sorry about that.

684
01:44:27.936 --> 01:44:33.653
x020_Matt quigley: we I'm Matt Quigley with Plaxall, and my cousin spoke before, so I'll be quick. But

685
01:44:34.110 --> 01:44:37.470
x020_Matt quigley: really appreciate all the hard work that's gone into this.

686
01:44:38.187 --> 01:44:41.182
x020_Matt quigley: One thing about the scoping process that

687
01:44:42.130 --> 01:44:47.030
x020_Matt quigley: that seems to me could be improved is that, you know, there's there's

688
01:44:47.310 --> 01:44:54.739
x020_Matt quigley: rightfully a lot of a lot of review of the negative impacts of the proposed

689
01:44:55.050 --> 01:44:57.099
x020_Matt quigley: development. But I think they're.

690
01:44:57.180 --> 01:44:58.749
x020_Matt quigley: you know, there is sort of a

691
01:44:59.600 --> 01:45:00.620
x020_Matt quigley: more

692
01:45:01.143 --> 01:45:08.770
x020_Matt quigley: attention should be paid to the negative impacts of not going forward with a rezoning like this one.

693
01:45:09.010 --> 01:45:15.530
x020_Matt quigley: such as the if you don't build this, if you don't rezone it and allow for this building to be made.

694
01:45:15.710 --> 01:45:18.610
x020_Matt quigley: it's gonna for the building to take place.

695
01:45:19.244 --> 01:45:24.909
x020_Matt quigley: It's gonna continue to cause a lack of additional housing and and continue to

696
01:45:25.260 --> 01:45:27.022
x020_Matt quigley: press up rents.

697
01:45:27.630 --> 01:45:31.669
x020_Matt quigley: also, the the not building additional workspace is going to have

698
01:45:31.860 --> 01:45:36.309
x020_Matt quigley: a negative impact on businesses and creators.

699
01:45:36.670 --> 01:45:40.020
x020_Matt quigley: and the lack of accessible

700
01:45:40.822 --> 01:45:43.510
x020_Matt quigley: access to the waterfront

701
01:45:43.800 --> 01:45:48.420
x020_Matt quigley: is going to impact the quality of life for residents here.

702
01:45:49.177 --> 01:45:55.049
x020_Matt quigley: And lastly, you know, the lack of additional space for community facilities, such as schools and

703
01:45:55.110 --> 01:46:05.610
x020_Matt quigley: rec centers, will also negatively impact the quality of life for residents. So I think there should be some more impact, more study on the

704
01:46:05.880 --> 01:46:11.019
x020_Matt quigley: the negative impacts of keeping things as they are. Thanks very much.

705
01:46:12.480 --> 01:46:15.829
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony. And and for that thought.

706
01:46:17.225 --> 01:46:25.990
Stephanie Shellooe, Director, EARD: our next speaker will be Kelly Craig. So, Kelly Craig, we will promote you to panelists, and you'll be able to provide your testimony

707
01:46:26.070 --> 01:46:32.479
Stephanie Shellooe, Director, EARD: following. Kelly will be Patrick Smith will be followed by Bishop Mitchell Taylor.

708
01:46:46.520 --> 01:46:47.650
x021_Kelly Craig: Are you able to hear me.

709
01:46:48.375 --> 01:46:50.579
Stephanie Shellooe, Director, EARD: You're a little quiet, but we can hear you.

710
01:46:50.860 --> 01:46:52.089
x021_Kelly Craig: Okay? Is this better?

711
01:46:52.090 --> 01:46:52.730
Stephanie Shellooe, Director, EARD: Yes.

712
01:46:52.730 --> 01:47:18.529
x021_Kelly Craig: Okay, great. Thank you so much. Okay. Hi. My name is Kelly Craig, and I have proudly called the Long Island City Waterfront home for the past 13 years. I have a son going into 6th grade that has been born and raised here. He took his 1st steps in Gantry, State State Park. This is our home. Although I am speaking as a long time resident today in a personal capacity. Organizations that I am part of have already submitted written statements as part of this. As part of this process.

713
01:47:18.710 --> 01:47:36.159
x021_Kelly Craig: 95% of the area we are discussing is zoned to psis 78, which is home to 800 Pre. K. Through 8th grade students and families. I am the long time Pta. President for Psis 78, and will also be once again this coming school year that starts next month.

714
01:47:36.180 --> 01:48:00.420
x021_Kelly Craig: I also serve as chair of the school leadership team 100% of the encompassing school board area we are discussing today is inclusive of D. 30 Cec. For which I am vice President. I'm also on the Board of Hunters Point Parks conservancy. So I feel confident that what I'm saying today I have a strong connection to the community and have spoken to many families. I would like to express our strong support

715
01:48:00.420 --> 01:48:17.199
x021_Kelly Craig: for the need of the Long Island City Neighborhood plan. I am thrilled that Dcp. Has proposed multiple new schools as part of the Lac neighborhood plan, creating additional school capacity and giving Lac families confidence that their children will have the opportunity to stay in our neighborhood as they continue to grow and thrive.

716
01:48:17.200 --> 01:48:42.150
x021_Kelly Craig: At the beginning of the speaking session we had elected officials making statements regarding schools and children. I can tell you that Council Member Julie WAN, is the only elected that has spoken today that has actually invested in the children at our school. Without her support and commitment, we wouldn't be able to financially do and provide half the programs that we have at our school and to these children that we are discussing today, I look forward to State Senate, State Assembly and Congress also investing in a tangible way for these children.

717
01:48:42.150 --> 01:48:43.680
x021_Kelly Craig: and and not just using words.

718
01:48:43.910 --> 01:49:04.329
x021_Kelly Craig: I support Dcp's proposal to add approximately 14,000 units of new mixed income housing. To this neighborhood. In particular, we applaud the city's decision to map Lac for mandatory inclusionary housing. As this will help broaden the range of residents in particular, young and growing families who will have an opportunity to live here as parents.

719
01:49:04.330 --> 01:49:17.019
x021_Kelly Craig: We think our current waterfront parks are amazing benefit to life in Lac, adding 7 to 9 acres of new waterfront. Open space would be wonderful, not just for the parents of today, but for future families of Long Island City.

720
01:49:17.310 --> 01:49:24.810
x021_Kelly Craig: We also look forward to a green way that will connect Gantry Park, Gantry, Plaza State

Park to Queensbridge Park.

721
01:49:25.080 --> 01:49:31.800
x021_Kelly Craig: We are encouraged by Dcp's inclusion of major infrastructure upgrades like sewers and the subway.

722
01:49:32.343 --> 01:49:35.780
x021_Kelly Craig: Thank you very much, and I appreciate it. Thank you.

723
01:49:36.300 --> 01:49:39.659
Stephanie Shellooe, Director, EARD: Thanks. Thanks for your testimony and for participating today.

724
01:49:40.370 --> 01:49:55.780
Stephanie Shellooe, Director, EARD: Our next speaker is Patrick Smith. Patrick Smith does not appear to be in the zoom room. So, Patrick Smith, if you're watching on Youtube, please click over to the zoom. Invite that you would have received in your email.

725
01:49:55.800 --> 01:50:00.100
Stephanie Shellooe, Director, EARD: we will move to our next speaker, which is Bishop Mitchell Taylor.

726
01:50:00.140 --> 01:50:06.169
Stephanie Shellooe, Director, EARD: Bishop Taylor will be followed by Mandonna Limbert will be followed by Jubara Salim.

727
01:50:10.690 --> 01:50:12.960
Stephanie Shellooe, Director, EARD: Bishop Taylor. You'll be our next speaker.

728
01:50:19.390 --> 01:50:20.430
Stephanie Shellooe, Director, EARD: Hi, welcome.

729
01:50:21.840 --> 01:50:22.870
x023_Bishop Taylor Taylor: Welcome.

730
01:50:24.530 --> 01:50:53.360
x023_Bishop Taylor Taylor: Good afternoon. My name is Bishop Mitchell Taylor. I'm the CEO and co-founder of Urban upbound a nonprofit organization that was developed to break cycles of poverty in public housing neighborhoods in New York City. Our headquarters is in Queensbridge, and I want to thank Council Member Julie, one and all of the elected officials that echo the sentiments of affordable housing and recognizing how important Queensbridge houses is

731
01:50:53.769 --> 01:51:00.600
x023_Bishop Taylor Taylor: to our neighborhood. And so, before I read my testimony, I just wanna just say that I am

732
01:51:01.980 --> 01:51:07.779

x023_Bishop Taylor Taylor: testifying on behalf of expanding the study similar to what?

733
01:51:09.320 --> 01:51:14.760
x023_Bishop Taylor Taylor: Jeff Mulligan said about his properties that he's concerned about this just outside of the scope.

734
01:51:14.830 --> 01:51:31.040
x023_Bishop Taylor Taylor: and to echo the sentiments of everyone that spoke about Queensbridge houses for the last 20 years we have been serving residents and making sure that we can create economic opportunities for them and then connect them to the greater Long Island City neighborhood

735
01:51:31.860 --> 01:51:36.600
x023_Bishop Taylor Taylor: but if this study remains the way it is drawn now.

736
01:51:36.660 --> 01:51:43.179
x023_Bishop Taylor Taylor: stopping at Queensbridge houses, it's actually redlining our community, and they drew the line in a red line.

737
01:51:43.250 --> 01:51:49.969
x023_Bishop Taylor Taylor: And so what we're asking. And we submitted this as well, and we could submit it again is that you expand the study

738
01:51:50.020 --> 01:52:10.450
x023_Bishop Taylor Taylor: from 40th Avenue to 37th Avenue, from 21st Street to Vernon Boulevard, which is right for residential development and the enhancement of light manufacturing and industrial usage. This has been done in many areas around the country, and internationally

739
01:52:10.490 --> 01:52:19.459
x023_Bishop Taylor Taylor: a model that works, and with the few light manufacturers that we have left in this area that I'm speaking about.

740
01:52:19.480 --> 01:52:33.179
x023_Bishop Taylor Taylor: I think this would be a tremendous opportunity to create at least 10,000 units of next level affordable housing for residents that live in Queensbridge houses, teachers, custodians.

741
01:52:33.320 --> 01:52:46.340
x023_Bishop Taylor Taylor: Fdny, Nypd, all of which can use affordable housing. And so I'm advocating that we expand the lines of this study to include

742
01:52:46.570 --> 01:52:50.780
x023_Bishop Taylor Taylor: 40th Avenue to 37th Avenue from 21st Street

743
01:52:50.830 --> 01:52:57.029
x023_Bishop Taylor Taylor: to Vernon Boulevard. It sits between 2 large residential developments. So it's already residential.

744
01:52:57.160 --> 01:53:24.500
x023_Bishop Taylor Taylor: It's close to transportation hubs and everything else it's ripe for. This is an area that was zoned and Ibz and thought that it's a Holy Grail. It can't be touched. I'm not asking to touch it. I'm asking to expand the study so we can look at options to enhance it and to accommodate residential development, and I got 7 min left. 6 min, 6 seconds left. I want to thank everyone for

745
01:53:24.983 --> 01:53:34.789
x023_Bishop Taylor Taylor: chiming in on this, and recognizing how important the residents of Queensbridge houses are to New York City. Thank you so much. I will submit this testimony.

746
01:53:34.790 --> 01:53:47.549
Stephanie Shellooe, Director, EARD: Great, and we will reach out if we if we do not receive it. Thank you, Bishop Taylor. Our next speakers will be Mandana Limbert, followed by Juber Salim, followed by Maeve Ives.

747
01:54:00.020 --> 01:54:01.180
Stephanie Shellooe, Director, EARD: Hi! Welcome.

748
01:54:01.180 --> 01:54:02.309
x024_Mandana Limbert: Hi! Can you hear me?

749
01:54:02.310 --> 01:54:03.020
Stephanie Shellooe, Director, EARD: Yes.

750
01:54:03.020 --> 01:54:25.080
x024_Mandana Limbert: Okay, thank you. Sorry. So my name is Mandana Limbert. I have been a resident of Port Square with my husband and 2 children since 2011 we've been pretty happy, and, to be sure, have appreciated some of the changes around us, though it's also always a struggle to get some of the most basic services

751
01:54:25.080 --> 01:54:40.130
x024_Mandana Limbert: from garbage cleanup to flooding, to sewage, not to mention dangerous. No site roads, all of which they've gotten significantly worse. In the last 7 to 10 years. The 108th is always overwhelmed and can't respond to basic resident complaints

752
01:54:40.130 --> 01:55:04.889
x024_Mandana Limbert: on the ground as a resident raising her family. I can tell you what I see and what I see or feel is a developer land grab, or the Wild West, enabled by a series of gifts from the city, with little return to the pub, to the public, especially with regards to open space and trees. How can we forget the Walcop 5 point deal, or the Lions Group dot exchange for the Ramps project from almost 10 years ago.

753
01:55:04.930 --> 01:55:32.149
x024_Mandana Limbert: That has yet to materialize. But there's so much more. Those high rises, and all of those along Jackson Avenue and Queens Plaza have made it nearly impossible for our few measly trees to grow. In fact, I'd like to say something about those trees and the light and the air and the open space that they and we, as humans, obviously need. Unfortunately, despite the presentations and the supposed shared goals. When we look at the proposals, the shares, goals shared, goals are not met

754
01:55:32.150 --> 01:55:42.559
x024_Mandana Limbert: in particular. Instead, we've given we see a dearth of open spaces, and instead, see 50 new high rises, no open spaces, and 50 high rises.

755
01:55:42.560 --> 01:56:07.369
x024_Mandana Limbert: This proposal by the Dcp. Ignores the city's own projections and plans for a climate-friendly future that recognizes how green spaces, open spaces, trees are critical to help mitigate against severe climate change, hazards, floods, coastal storm surges extreme heat. Never mind, asthma rates as it is, Lic, despite Gantry is already one of the lowest tree and open space per resident neighborhoods in the entire city.

756
01:56:07.570 --> 01:56:18.990
x024_Mandana Limbert: In fact, a recent city map pinpointing new trees planted this year is overwhelmingly in Brooklyn. I'm not sure what happened in Queens and in Long Island City, but I do know that it's only gotten worse.

757
01:56:19.590 --> 01:56:22.339
x024_Mandana Limbert: My neighbors can point out that if you look carefully.

758
01:56:22.460 --> 01:56:49.280
x024_Mandana Limbert: the Dcp proposal is turning what could be into what could be a real climate, resilient park along the East River into a narrow walkway, reversing and countering the city its own recommendations for flood prevention. I'd like to look at 44th drive and interior space. In fact, there you could sustain many more trees and help us achieve that 30% canopy, as Adams proposed, while also expanding residential opportunity

759
01:56:49.280 --> 01:57:05.309
x024_Mandana Limbert: by extending high rises. This does the opposite of our environmental resilience to achieve residential opportunity and climate resiliency, we should be looking at higher, residential, high density, but low rise neighborhoods like Astoria, Sunnyside, and Brooklyn.

760
01:57:05.550 --> 01:57:07.650
x024_Mandana Limbert: Instead, we want trees in queens.

761
01:57:07.650 --> 01:57:08.170
Stephanie Shellooe, Director, EARD: I

762
01:57:08.795 --> 01:57:14.660
Stephanie Shellooe, Director, EARD: thank you. Thanks so much for your testimony and for being here today we appreciate it.

763
01:57:15.185 --> 01:57:18.040
Stephanie Shellooe, Director, EARD: Our next speaker is Jouber Saleem.

764
01:57:18.290 --> 01:57:26.950
Stephanie Shellooe, Director, EARD: I will promote you to panelists, so that you're able to provide your

testimony. Joubert will be followed by Maeve Ives, followed by Shiber Khan.

765
01:57:35.850 --> 01:57:36.580
Stephanie Shellooe, Director, EARD: Hello.

766
01:57:37.120 --> 01:57:38.240
Stephanie Shellooe, Director, EARD: Hi! Welcome.

767
01:57:39.091 --> 01:57:43.530
x025_Jubaire Salim: Hello! Thank you, Mishalu. I'm Jabayar. My wife and I were born raised.

768
01:57:43.590 --> 01:57:47.329
x025_Jubaire Salim: and are now parents of the next generation of long Lyme, CD children.

769
01:57:47.480 --> 01:57:51.939
x025_Jubaire Salim: In order to maximize the best outcomes of the zoning effort, I'd like to review a few short

770
01:57:52.300 --> 01:57:55.210
x025_Jubaire Salim: items I'd like to see happen 1st is.

771
01:57:55.220 --> 01:57:59.950
x025_Jubaire Salim: we need to build as much housing as physically possible, and encourage larger apartments

772
01:58:00.040 --> 01:58:03.789
x025_Jubaire Salim: in which we can raise our families. Apartments and lac are

773
01:58:03.850 --> 01:58:05.180
x025_Jubaire Salim: little too small.

774
01:58:05.410 --> 01:58:09.649
x025_Jubaire Salim: it's impossible to find livable. 2 to 3, 3 bedroom apartments.

775
01:58:09.670 --> 01:58:14.949
x025_Jubaire Salim: There has to be a way to incentivize developers, to build larger multi bedroom options.

776
01:58:15.290 --> 01:58:22.269
x025_Jubaire Salim: Also, we should encourage as much apartment units as possible, we can see not building enough

777
01:58:22.370 --> 01:58:26.749
x025_Jubaire Salim: really pushes rent higher and higher. The only people who really benefit

778
01:58:26.970 --> 01:58:41.960
x025_Jubaire Salim: our existing landlord. From this situation we should not shy away from maximizing the zoning as much as possible to even go beyond the 12 fer the zoning scope cited. I believe the mayor proposed this, and city of yes, policy.

779
01:58:42.804 --> 01:58:47.670
x025_Jubaire Salim: Second, we must build schools at all grade levels with proper lunch rooms and gyms.

780
01:58:47.750 --> 01:58:54.420
x025_Jubaire Salim: I remember when I was little we had to rush our lunch and eat quickly because they had to change it to a gym.

781
01:58:55.079 --> 01:59:02.610
x025_Jubaire Salim: Our classrooms currently are way too crowded, my wife and I. Currently, we're finding it really hard to find a spot for a son. Now.

782
01:59:03.120 --> 01:59:07.640
x025_Jubaire Salim: schools should have classes along with proper space for nutrition and physical activity

783
01:59:07.790 --> 01:59:09.259
x025_Jubaire Salim: for healthy kids

784
01:59:09.850 --> 01:59:15.700
x025_Jubaire Salim: there to make Lic a walkable, liveable neighborhood. We really need more street activation

785
01:59:15.790 --> 01:59:18.160
x025_Jubaire Salim: with local retail and supermarkets.

786
01:59:18.340 --> 01:59:23.739
x025_Jubaire Salim: What we don't need are more street facing, parking facilities and other parking infrastructure.

787
01:59:24.260 --> 01:59:28.367
x025_Jubaire Salim: and also with rising costs. We desperately need access to affordable groceries

788
01:59:28.810 --> 01:59:40.710
x025_Jubaire Salim: as part of street activation, we should create space for affordable supermarkets, and there should be incentives for builders to integrate these into their developments. I believe the city's fresh program may address this.

789
01:59:40.960 --> 01:59:47.359
x025_Jubaire Salim: Lastly, Lic is A has fantastic transportation options, and I want to live here in this

790

01:59:47.420 --> 01:59:54.079
x025_Jubaire Salim: area, and residents like me want to continue living here. But to do that we need to maximize housing density.

791
01:59:54.220 --> 01:59:56.770
x025_Jubaire Salim: It needs to be the top top priority.

792
01:59:57.180 --> 01:59:58.639
x025_Jubaire Salim: Thank you so much for your time.

793
02:00:00.030 --> 02:00:03.250
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your time and for your testimony. Today

794
02:00:03.900 --> 02:00:16.530
Stephanie Shellooe, Director, EARD: our next speaker will be Maeve Ives. So we'll promote you to panelists now, so that you're able to share your testimony. The next speakers will be Shiber Khan and cipher, Raman

795
02:00:20.210 --> 02:00:22.499
Stephanie Shellooe, Director, EARD: Maeve Ives, you'll be our next speaker.

796
02:00:26.800 --> 02:00:28.010
x026_Maeve Ives: Hi! Can you hear me?

797
02:00:28.010 --> 02:00:29.050
Stephanie Shellooe, Director, EARD: Yes, welcome.

798
02:00:29.290 --> 02:00:47.670
x026_Maeve Ives: Okay. Great. Hi, everyone. My name is Maeve Ives. I'm representing Baron Property Group, who has owned land in Long Island City for nearly 20 years now. That being said, we care deeply about the neighborhood and our neighbors. And we're really excited about the opportunity created by the Long Island City Neighborhood plan.

799
02:00:48.270 --> 02:01:02.219
x026_Maeve Ives: Long Island City is one of New York's greatest gems. The neighborhood is blessed with incredible diversity of population and business types. Creativity that rivals any neighborhood in the world, and wonderful proximity to the water and to every form of transportation.

800
02:01:02.270 --> 02:01:15.149
x026_Maeve Ives: But any visitor to the neighborhood can also see that it's long lacked a coherent land, use strategy. Single family homes above commercial properties and industrial areas do not blend properly with residential.

801
02:01:15.380 --> 02:01:22.890
x026_Maeve Ives: Further, the neighborhood still has strides that it needs to make, to prepare and to protect itself from the impacts of climate change.

802
02:01:23.770 --> 02:01:48.159
x026_Maeve Ives: As a property owner near the waterfront we see remarkable opportunity to provide the affordable and mixed income housing that New York City so desperately needs, but also a really unique chance to add open space for recreation. And just as importantly, we know that with the proper planning and cutting edge environmental science, we can ensure that any new development makes a more resilient Long Island City.

803
02:01:49.700 --> 02:02:13.990
x026_Maeve Ives: Finally, we'd like to stress just how pleased we are by the comprehensive nature of this planning effort. This process is not simply about bringing a more rational land use policy, but rather it's really an opportunity for all stakeholders to advocate for the resources that will make the most meaningful change in the years to come. Improving resiliency, rethinking the best use of

804
02:02:14.060 --> 02:02:17.199
x026_Maeve Ives: publicly owned buildings and spaces.

805
02:02:17.280 --> 02:02:39.730
x026_Maeve Ives: considering what's best for the local businesses that have really stuck with the neighborhood through thick and thin. You know, I think all these things are factors that have been key to us getting to this point. And we're just really grateful to the City Council and the Administration's efforts to date, and we strongly support your work to complete the rezoning in line with the neighborhood plans. Vision.

806
02:02:39.860 --> 02:02:40.900
x026_Maeve Ives: Thank you.

807
02:02:41.800 --> 02:02:44.690
Stephanie Shellooe, Director, EARD: Thank you. Thank you for your comments and for your time today.

808
02:02:44.940 --> 02:02:50.849
Stephanie Shellooe, Director, EARD: Our next speaker is Shibir Khan. We'll promote you to panelists so that you can provide your testimony

809
02:02:51.080 --> 02:02:51.860
Stephanie Shellooe, Director, EARD: at.

810
02:02:52.290 --> 02:02:59.009
Stephanie Shellooe, Director, EARD: The speaker will be followed by cipher, Raman and Lashawn, Sugar Ray, Marston, Marston.

811
02:02:59.610 --> 02:03:01.870
Stephanie Shellooe, Director, EARD: Shibir Khan. You are our next speaker.

812
02:03:14.600 --> 02:03:15.620
Stephanie Shellooe, Director, EARD: Hi! Welcome.

813

02:03:15.810 --> 02:03:21.285
x027_Shibber Khan: Hi, Stephanie, how are you? Thank you for having me? My name is Sugar Khan. I am

814
02:03:21.880 --> 02:03:28.520
x027_Shibber Khan: a lifelong resident of Long Island City, having gone all the way from elementary school to high school.

815
02:03:28.680 --> 02:03:32.099
x027_Shibber Khan: And now putting my kids through school here in Long Island City.

816
02:03:32.200 --> 02:03:35.589
x027_Shibber Khan: and we're also a real Estate Development company.

817
02:03:36.000 --> 02:03:38.500
x027_Shibber Khan: But I think there's

818
02:03:38.650 --> 02:03:42.660
x027_Shibber Khan: many good ideas being discussed here. I'd like to suggest some

819
02:03:43.619 --> 02:03:48.310
x027_Shibber Khan: concepts that may be taken into the environmental impact statement

820
02:03:48.850 --> 02:03:57.309
x027_Shibber Khan: and the seeker review process that may help us achieve some of the aims and objectives that we're all discussing here.

821
02:03:57.390 --> 02:04:08.610
x027_Shibber Khan: 1st of all, the mayor proposed the city of Yes, initiatives, and I believe city planning is looking at higher zoning districts in downtown Brooklyn, the R. 11 and R. 12 zoning districts.

822
02:04:08.810 --> 02:04:11.690
x027_Shibber Khan: We are in an excellent transportation hub.

823
02:04:11.850 --> 02:04:16.070
x027_Shibber Khan: You know we have the F train and train W. 7 ER.

824
02:04:16.330 --> 02:04:18.779
x027_Shibber Khan: Practically the entire alphabet here

825
02:04:18.830 --> 02:04:21.620
x027_Shibber Khan: with some numbers, and I think we should

826
02:04:21.650 --> 02:04:26.269
x027_Shibber Khan: consider possibly increasing the density that we're allowing here.

827
02:04:26.310 --> 02:04:27.319
x027_Shibber Khan: And I've so

828
02:04:27.460 --> 02:04:42.520
x027_Shibber Khan: providing, housing, increasing. The supply is never a bad thing, and it's always something that we should be looking to do, especially in a case in a neighborhood and an environment where land is a very scarce commodity.

829
02:04:43.708 --> 02:04:52.419
x027_Shibber Khan: Schools have been mentioned many times, and I would like to encourage you guys to maybe use zoning as a tool to help

830
02:04:52.590 --> 02:05:00.450
x027_Shibber Khan: developers and the school construction authority to work together by exempting the zoning floor area

831
02:05:01.115 --> 02:05:04.159
x027_Shibber Khan: used towards the school from the calculation

832
02:05:04.280 --> 02:05:07.563
x027_Shibber Khan: of zfa that would help

833
02:05:09.509 --> 02:05:18.999
x027_Shibber Khan: possibly strike better deals with the school construction, authority and co-locate schools, especially on the larger lots that you're looking at in your study area.

834
02:05:19.450 --> 02:05:24.480
x027_Shibber Khan: I would encourage us to make all of Long Island City part of the fresh zone program

835
02:05:24.500 --> 02:05:26.180
x027_Shibber Khan: as much as possible

836
02:05:26.370 --> 02:05:31.320
x027_Shibber Khan: to encourage supermarkets, and also incorporating that far bonus.

837
02:05:31.830 --> 02:05:37.100
x027_Shibber Khan: referencing to the R. 11 R. 12 districts that we spoke about, that I mentioned previously.

838
02:05:37.460 --> 02:05:41.090
x027_Shibber Khan: adding more base height to the building

839
02:05:41.170 --> 02:05:46.770

x027_Shibber Khan: would possibly lower the height of the any buildings. I would encourage that.

840
02:05:46.850 --> 02:05:49.690
x027_Shibber Khan: The other thing is, I heard many comments about

841
02:05:49.720 --> 02:05:55.828
x027_Shibber Khan: having larger apartments. One of the tools is city planning could use is possibly

842
02:05:56.280 --> 02:06:09.849
x027_Shibber Khan: encouraging the 2 and 3 bedrooms by exempting the 3rd bedroom from the definition of zfa. So it encourages developers to provide more. 3 bedroom apartments, which I'm sure

843
02:06:09.920 --> 02:06:12.259
x027_Shibber Khan: the entire community could use.

844
02:06:13.110 --> 02:06:24.459
x027_Shibber Khan: I'd like to see more retail facing street fronts and not limiting the street front to parking and amenity spaces that are residents. Only thank you so much. I appreciate it.

845
02:06:24.460 --> 02:06:27.190
Stephanie Shellooe, Director, EARD: Thanks, thanks for your testimony, and for your time

846
02:06:27.720 --> 02:06:32.050
Stephanie Shellooe, Director, EARD: we will move on to our next speaker, cypher Raman.

847
02:06:32.575 --> 02:06:35.139
Stephanie Shellooe, Director, EARD: You'll be promoted to panelist. In just a moment.

848
02:06:36.020 --> 02:06:41.480
Stephanie Shellooe, Director, EARD: The following speakers are Lashon, Sugar, Ray Marston, and Fahim D.

849
02:07:00.250 --> 02:07:04.590
Stephanie Shellooe, Director, EARD: We'll wait just a moment to make sure that this participant is able to

850
02:07:05.100 --> 02:07:06.080
Stephanie Shellooe, Director, EARD: hi welcome.

851
02:07:06.580 --> 02:07:07.629
x028_Md Saifur Rahman: Can you hear me?

852
02:07:07.880 --> 02:07:08.690
Stephanie Shellooe, Director, EARD: Yes, welcome.

853

02:07:08.690 --> 02:07:20.130
x028_Md Saifur Rahman: Thank you very much for giving me chance. My name is Md. Saiproman. As a resident of Long Island City. For past 6 years I have witnessed a significant sense.

854
02:07:20.696 --> 02:07:22.639
x028_Md Saifur Rahman: In your neighborhood.

855
02:07:22.730 --> 02:07:43.699
x028_Md Saifur Rahman: The rapid increase in apartment trends is very concerning in this area, driven by an influx of new residents and shortest of available high housing. So to address this and keep living cost manageable. I believe we need to increase our residential density by building more apartments.

856
02:07:43.920 --> 02:07:49.770
x028_Md Saifur Rahman: especially the larger units, like 3 bedrooms, apartments which are currently hard to find.

857
02:07:50.010 --> 02:07:56.849
x028_Md Saifur Rahman: I would also like to mention about the future of our community, particularly for the upcoming generations.

858
02:07:57.050 --> 02:08:03.990
x028_Md Saifur Rahman: we should secure the space now for the playgrounds and schools to ensure our children have placed

859
02:08:04.250 --> 02:08:06.049
x028_Md Saifur Rahman: to play and learn

860
02:08:06.718 --> 02:08:16.139
x028_Md Saifur Rahman: also the high cost of groceries in this area is another issue so affordable supermarket would greatly benefit to our residents.

861
02:08:16.620 --> 02:08:27.520
x028_Md Saifur Rahman: Personally, I would like our neighborhood as a safe walkable area with a charming walk, sidewalk campus, creating a vibrant community atmosphere.

862
02:08:27.700 --> 02:08:41.249
x028_Md Saifur Rahman: So these things would help balance our neighborhood, I believe, growth with livability, making Long Island City an even better place to call home for people from all walks of life.

863
02:08:41.300 --> 02:08:42.509
x028_Md Saifur Rahman: Thank you very much.

864
02:08:43.790 --> 02:08:46.520
Stephanie Shellooe, Director, EARD: Thank you. Thank you for your time and your testimony.

865

02:08:46.780 --> 02:08:54.419
Stephanie Shellooe, Director, EARD: Our next speaker, Lashawn, Sugar Ray Marston, does not appear to be in the zoom. So if you are viewing the

866
02:08:54.620 --> 02:09:05.890
Stephanie Shellooe, Director, EARD: you, too, feel free to join via the link for zoom, we'll move to our next speaker, Fahim D, who will be followed by William Zhu, followed by Vishnu. Ready.

867
02:09:06.620 --> 02:09:11.050
Stephanie Shellooe, Director, EARD: Fahim. D. You'll be our next speaker, so we'll promote you to panelists in just a moment.

868
02:09:15.310 --> 02:09:16.369
x030_Faheem D: Okay. Can you hear me?

869
02:09:16.370 --> 02:09:17.300
Stephanie Shellooe, Director, EARD: Yes, welcome.

870
02:09:17.790 --> 02:09:22.700
x030_Faheem D: Alright, thanks. I'm just gonna read some prepared remarks that I also submitted via email.

871
02:09:23.385 --> 02:09:28.120
x030_Faheem D: Good afternoon. I am a current resident of Long Island City and have been for years.

872
02:09:28.190 --> 02:09:37.910
x030_Faheem D: I've lived in every corner of this area and have grown to love it from the diversity to the nightlife, to the transit connectivity. There are few places I would rather live than this part of queens.

873
02:09:38.020 --> 02:09:45.589
x030_Faheem D: With that in mind, I hope some of the right policy measures can be put in place to preserve and enhance Lic's positives while avoiding some pitfalls.

874
02:09:46.330 --> 02:10:00.880
x030_Faheem D: I am a young person, but quickly becoming less young. I have a serious, long term partner, who I want to marry and start a family with looking for housing, for the 2 of us was taxing enough, but due to the rent situation. I am genuinely unsure of how we will fare as we start a family.

875
02:10:01.320 --> 02:10:06.630
x030_Faheem D: There is not enough housing available, and certainly not enough housing with the space conducive to family living.

876
02:10:06.810 --> 02:10:12.540
x030_Faheem D: Please consider some changes to the zoning that allow for one construction of the most new housing possible.

877
02:10:12.770 --> 02:10:16.740
x030_Faheem D: 2 construction of housing at the highest room, count and size possible.

878
02:10:17.470 --> 02:10:23.730
x030_Faheem D: I want to put down roots here for the rest of my life, but I have to seriously consider if I can do that in Long Island City.

879
02:10:23.830 --> 02:10:33.770
x030_Faheem D: and if I struggle with that thinking as a relatively fortunate young professional, I can only imagine how difficult this question is for people who have been here for decades or generations.

880
02:10:34.150 --> 02:10:40.740
x030_Faheem D: Similarly, Long Island City is well served by public transit. So why is there so much dead space. Right in the middle of this place

881
02:10:41.050 --> 02:10:43.219
x030_Faheem D: large industrial patches aside.

882
02:10:43.370 --> 02:10:47.180
x030_Faheem D: Even much of the higher density. Residential space is dead at the street level.

883
02:10:47.300 --> 02:10:53.190
x030_Faheem D: All the public transportation in the world is not worthwhile. If the walk off the train is cold and unhospitable.

884
02:10:53.740 --> 02:11:02.469
x030_Faheem D: this issue is driving people away from the neighborhood. I cannot count the number of times I have had. Friends tell me they actively avoid coming to meet me here because of the streetscape.

885
02:11:02.570 --> 02:11:06.629
x030_Faheem D: I request that the city add measures to encourage active walkable streets.

886
02:11:06.660 --> 02:11:17.500
x030_Faheem D: One prohibit street level parking garages, 2 prohibit car traffic on key commercial arteries, and 3 encourage outdoor dining and outdoor retail. Thank you for your consideration.

887
02:11:18.930 --> 02:11:22.430
Stephanie Shellooe, Director, EARD: Thank you. Thanks for those recommendations, and for being here today.

888
02:11:22.890 --> 02:11:28.060
Stephanie Shellooe, Director, EARD: our next speaker, William Zhu, will promote you to panelists in just a moment.

889

02:11:28.872 --> 02:11:31.930
Stephanie Shellooe, Director, EARD: You'll be provide able to provide your testimony.

890
02:11:31.970 --> 02:11:36.700
Stephanie Shellooe, Director, EARD: William will be followed by Vishnu, ready, followed by Fanny Chang.

891
02:11:41.470 --> 02:11:42.600
x031_William Xu: Okay.

892
02:11:43.280 --> 02:11:44.210
Stephanie Shellooe, Director, EARD: Yes, welcome.

893
02:11:44.860 --> 02:11:50.449
x031_William Xu: Hi, thank you. And my name is William Zhu. I'm the Vice President of United Construction and Development Group.

894
02:11:50.470 --> 02:11:59.950
x031_William Xu: But today I'm also here as a small business owner of a cafe in the Court square area that will be opening later this year, as well as a Longland City resident and a lifetime resident of queens.

895
02:11:59.960 --> 02:12:06.190
x031_William Xu: I want to give my support to the Longland City Neighborhood plan and thank city planning for all the effort that

896
02:12:06.280 --> 02:12:20.599
x031_William Xu: you guys have put into this plan. I believe the creation of 16,000 new housing units for all income levels will be great for the neighborhood and all of its residents, because such a high increase in the supply should ultimately alleviate the rising rent prices.

897
02:12:21.253 --> 02:12:28.580
x031_William Xu: The 50 or so new developments that I saw will also help not only create new construction jobs, but also permanent jobs

898
02:12:28.700 --> 02:12:31.990
x031_William Xu: through the expansion of retail and commercial spaces in the area.

899
02:12:33.040 --> 02:12:41.229
x031_William Xu: Other elements, such as potential schools, more open space and better activation of his streets will also improve the lives of the people living within the community.

900
02:12:41.520 --> 02:12:56.150
x031_William Xu: I also believe this plan does a great job of connecting areas that are currently not connected, such as Court Square and the waterfront through the activation of 44th Drive and also Queensbridge and Gantry Park, due to the activation of the waterfront.

901

02:12:56.340 --> 02:13:02.499
x031_William Xu: Longland City, is the neighborhood that I chose to settle and start my family in, and also start a small business of my own.

902
02:13:02.540 --> 02:13:06.939
x031_William Xu: and I am truly excited to see the future growth of this plan. Thank you.

903
02:13:08.670 --> 02:13:11.940
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony and for being here today.

904
02:13:12.370 --> 02:13:16.130
Stephanie Shellooe, Director, EARD: Our next speaker is Vishnu Eddy. We'll promote you to panelists. Now

905
02:13:16.950 --> 02:13:21.130
Stephanie Shellooe, Director, EARD: Vishnu, ready will be followed by Fanny Chang, followed by Memo Salazar.

906
02:13:31.220 --> 02:13:32.290
x032_Vishnu Reddy: Hi! Can you hear me?

907
02:13:32.290 --> 02:13:33.599
Stephanie Shellooe, Director, EARD: Hi! Welcome! Yes.

908
02:13:34.175 --> 02:13:37.430
x032_Vishnu Reddy: My name is Vishnu ready, and I'm a resident of Sunnyside.

909
02:13:37.530 --> 02:13:41.150
x032_Vishnu Reddy: I'm here because I'm very excited about the Lic Neighborhood plan.

910
02:13:41.220 --> 02:13:49.929
x032_Vishnu Reddy: I want to express my support for a vision of this plan that prioritizes, creating as many income, restricted and market rate homes as possible

911
02:13:49.950 --> 02:13:54.299
x032_Vishnu Reddy: to help alleviate our housing, shortage and house New Yorkers from all walks of life.

912
02:13:54.960 --> 02:13:59.780
x032_Vishnu Reddy: while most of the draft draft scope of work is very encouraging.

913
02:13:59.880 --> 02:14:08.940
x032_Vishnu Reddy: I was disappointed that there's a large portion of the area north of 44th Road, with no exploration of bringing in mixed use development.

914
02:14:09.550 --> 02:14:19.499

x032_Vishnu Reddy: I encourage the Dcp. To explore something like they achieved in the Gowanus, rezoning and allowing a mix of manufacturing and residential development on these blocks.

915
02:14:20.090 --> 02:14:27.829
x032_Vishnu Reddy: I also hope that Dcp. Explores in detail how much housing could be built on city owned sites along the waterfront.

916
02:14:27.910 --> 02:14:32.459
x032_Vishnu Reddy: including the possibility of tearing down DOE's dilapidated office building.

917
02:14:32.880 --> 02:14:39.980
x032_Vishnu Reddy: It's important for the public to understand the financial feasibility of different levels of affordability requirements.

918
02:14:40.020 --> 02:14:49.790
x032_Vishnu Reddy: and I hope the Dcp. Is able to analyze this and effectively communicate the trade offs that are involved to the public. So everyone understands what is possible with its planned

919
02:14:49.910 --> 02:14:51.160
x032_Vishnu Reddy: thank you for your time.

920
02:14:52.030 --> 02:14:55.330
Stephanie Shellooe, Director, EARD: Thank you. Thanks for that recommendation. And for your time today.

921
02:14:55.720 --> 02:15:01.019
Stephanie Shellooe, Director, EARD: our next speaker is Fanny Chang. We'll promote you to panelists now, so that you can provide your testimony.

922
02:15:01.370 --> 02:15:06.019
Stephanie Shellooe, Director, EARD: Danny Chang will be followed by Memo Salazar, followed by Wanda Torrence.

923
02:15:15.870 --> 02:15:16.600
x033_Fanny Chang: Hello!

924
02:15:16.840 --> 02:15:17.730
Stephanie Shellooe, Director, EARD: Hi! Welcome!

925
02:15:18.070 --> 02:15:28.960
x033_Fanny Chang: Hi, good afternoon. My name is Fanny Chang, and I represent Chang Realty Group and Spp. Cornerstone at 42 33 12th Street and 42, 38, 13.

926
02:15:29.404 --> 02:15:42.559
x033_Fanny Chang: The current proposed. Oh, I see one rezoning cash shadows from our neighbors on our property. The and the newly proposed elementary school on 2310, 43rd Avenue

927
02:15:43.139 --> 02:15:56.810
x033_Fanny Chang: the M. 2, 3, zoning we can only build up to 95 feet, while my neighbors to the north and to the East can Bill. Up to 225 feet, it will definitely cast a shadow

928
02:15:57.120 --> 02:16:06.989
x033_Fanny Chang: on Figure 5 of the proposed plan. We were identified as a projected development. We would like to be zoned the same height as our neighbors.

929
02:16:07.060 --> 02:16:25.630
x033_Fanny Chang: The current zoning, we rezoning limits Spp Cornerstone. It limits our ability to create more space for businesses and community facilities for our neighbors. Zoning should be equitable and inclusive. We ask city planning to grant the same zoning as our neighbors. Thank you.

930
02:16:26.690 --> 02:16:30.369
Stephanie Shellooe, Director, EARD: Thank you. Thank you for your recommendations and for your time today.

931
02:16:30.370 --> 02:16:31.630
x033_Fanny Chang: Thank you. Bye, bye.

932
02:16:31.920 --> 02:16:38.429
Stephanie Shellooe, Director, EARD: Our next speaker will be Memo Salazar will promote you to panelists now, so that you're able to provide your testimony.

933
02:16:38.620 --> 02:16:44.499
Stephanie Shellooe, Director, EARD: The speaker will be followed by Wanda Torrance, to be followed by Laura Wolf. Powers.

934
02:16:54.530 --> 02:16:55.700
x034_Memo Salazar: Hi! Can you hear me?

935
02:16:55.709 --> 02:16:56.689
Stephanie Shellooe, Director, EARD: Yes, welcome.

936
02:16:56.889 --> 02:16:57.703
x034_Memo Salazar: Bye, thanks!

937
02:16:58.751 --> 02:17:24.059
x034_Memo Salazar: Hi! My name is Memo Salazar, and I'm the co-chair of the Western Queens Community Land Trust. There are 4 parcels of public land that are currently planned to be rezoned as mixed use. Since 2,019 our group has been working with many stakeholder groups and individuals about repurposing the DOE Building at 44th drive into what we call the Queensborough People Space. This would address many of the requests that our elected officials have made during the scoping meeting.

938

02:17:24.189 --> 02:17:53.509
x034_Memo Salazar: Lic has given the world some of the greatest art and music contributions in the last 50 years, but not anymore, because most of our artists have been priced out. Queensbridge residents live in a food desert. There's no access to healthy food nearby, just fast food joints with cheap, unhealthy food for their families and immigrant businesses, such as food carts and food trucks, are a vital part of queens, identity and economy, but they, too, have been priced out. Metal shops, wood shops, worker co-ops, all of these industries can no longer afford to live and work in Western queens.

939
02:17:53.509 --> 02:18:13.619
x034_Memo Salazar: The Qps project would meet all of those needs with deeply affordable rentals below anything that is current in the market. This would be a huge economic boost for Lic providing real jobs for community members and not the fake kind that Amazon and similar corporations promised. We ask that you remove the current DOE building parcel from that rezoning map

940
02:18:13.619 --> 02:18:40.799
x034_Memo Salazar: by rezoning this land. You're instantly skyrocketing the value of that land from a public service to an investment commodity for private development. This is both morally unacceptable and financially unsustainable. It would allow the destruction of a 650,000 square foot building that was built during Fdr's Wpa. Era. The cost of demolition, combined with the cost of relocating the Department of Ed and of new Construction, will never come close to justifying whatever modicum of affordable housing that could be built there.

941
02:18:40.939 --> 02:19:00.739
x034_Memo Salazar: Furthermore, the previous Eis that was done for Lic 20 years ago, allowed for 300 new housing units, but in actuality we built over 10,000 new units, causing massive infrastructure issues. As you yourselves pointed out in your opening presentation, Lic's population has increased by 44% compared to 8% for Nyc.

942
02:19:00.739 --> 02:19:13.899
x034_Memo Salazar: Housing is not what we need here. Giving away. The last few remaining public parcels to housing developers is unacceptable. Nyc. Has lost 550,000 residents since April of 2,020. During that same time

943
02:19:14.019 --> 02:19:41.179
x034_Memo Salazar: we've built 102,000 new units of housing. So since 2,020, we have space for an extra 850,000 New Yorkers. And yet somehow, the vacancy rate rate hovers around 2%, and the city continues to push a false narrative that we are in a housing crisis. Despite what most of the people on this call may believe. The truth is that more housing will not provide homes for people, but only for wealthy investors looking to park their money, Wqclt supports building new housing.

944
02:19:41.179 --> 02:19:54.449
x034_Memo Salazar: but only actual, affordable housing, the kind mih cannot provide. We especially urge you to keep the public parcel at 44th Drive and Vernon Boulevard, off of the rezoning map and include the Qps project as part of this neighborhood plan. Thank you.

945
02:19:55.540 --> 02:19:59.080
Stephanie Shellooe, Director, EARD: Thank you. Thanks so much for your testimony and for your time today.

946
02:20:00.030 --> 02:20:02.870

Stephanie Shellooe, Director, EARD: Our next speaker is Wanda Torrence.

947
02:20:04.230 --> 02:20:11.819
Stephanie Shellooe, Director, EARD: Wanda Torrance. We are not seeing this speaker in the zoom. So if you're in viewing on the Youtube, please feel free to use the

948
02:20:12.150 --> 02:20:14.860
Stephanie Shellooe, Director, EARD: link to join the zoom at this time.

949
02:20:15.168 --> 02:20:22.619
Stephanie Shellooe, Director, EARD: We will move on to our next speaker, Laura wolf powers! At this time we'll promote you to panelists, so you can provide your remarks.

950
02:20:22.994 --> 02:20:27.730
Stephanie Shellooe, Director, EARD: Laura, wolf powers will be followed by Ernest Brooks, followed by Jenny Dubnow.

951
02:20:29.410 --> 02:20:32.079
Stephanie Shellooe, Director, EARD: Laura Wolf Powers, you are our next speaker.

952
02:20:46.484 --> 02:20:47.500
x036_Laura Wolf-Powers: Can you hear me?

953
02:20:47.500 --> 02:20:48.450
Stephanie Shellooe, Director, EARD: Yes, welcome.

954
02:20:48.740 --> 02:20:59.444
x036_Laura Wolf-Powers: Hi! Thanks for having me today. My name is Laura Wolf Powers. I'm part of the Western Queens Community Land Trust. I'm also a professor of urban planning at Hunter College.

955
02:21:00.111 --> 02:21:19.278
x036_Laura Wolf-Powers: I'm I would like to request 3 very specific changes to the scope of the environmental impact assessment as described by Mr. White, of Akrf a few minutes ago. The 1st one is that I would like. We would like the hunters point North Vision plan for resiliency, which has been

956
02:21:20.281 --> 02:21:37.919
x036_Laura Wolf-Powers: drawn up by the Long Island City coalition to be considered as part of a with action scenario in the I eis right now. The 2 scenarios are a the proposed action scenario and a no action scenario. And this group, Licc has done

957
02:21:37.920 --> 02:22:02.389
x036_Laura Wolf-Powers: a very detailed Vision plan that they're even expanding on now. And we think that it deserves to be considered under the scope of the Eis that. So that would be for site 63, 67, and 69 similarly, we would like the proposal, for the DOE building at 44th drive that Memo Salazar just described a minute ago.

958
02:22:02.390 --> 02:22:16.940
x036_Laura Wolf-Powers: go to be also considered as part of a with with action scenario, that is, site 67, and that is the project that Congressman via Velasquez and staff person Dan Wiley mentioned as being

959
02:22:16.940 --> 02:22:40.159
x036_Laura Wolf-Powers: very important, and that memo also talked about as being port important for providing below market space for artists, industrial businesses and not for profit organizations that could really make a big difference in terms of the department of city planning's goal of supporting existing businesses and the creative community. And I'm just quoting from your goal statement.

960
02:22:40.660 --> 02:23:03.190
x036_Laura Wolf-Powers: so also, I'd like to think you to think about applying the the M core zoning that was just passed in the city vs. For economic opportunity. In the Ibz, because, there are a lot of industrial assets here that you know that that are very close to Manhattan, which is important to have industrial

961
02:23:03.540 --> 02:23:07.080
x036_Laura Wolf-Powers: close to the design and

962
02:23:07.120 --> 02:23:21.360
x036_Laura Wolf-Powers: central business districts which would be lost over time with mixed use development. So thank you for the opportunity to testify today, and I will all be also be submitting these requests by in writing. Thank you.

963
02:23:21.600 --> 02:23:26.463
Stephanie Shellooe, Director, EARD: Great. Thank you so much. Thanks for those thoughts and insights, and and for your time

964
02:23:27.082 --> 02:23:33.540
Stephanie Shellooe, Director, EARD: our next speaker is Ernest Brooks. Ernest Brooks will promote you to panelists so that you can provide your testimony.

965
02:23:34.075 --> 02:23:39.310
Stephanie Shellooe, Director, EARD: Ernest will be followed by Jenny Dubnow, followed by Sarah O'britis.

966
02:24:03.800 --> 02:24:11.090
Stephanie Shellooe, Director, EARD: Ernest Brooks. You are appearing in a panelist. If you're able to unmute your microphone, we should be able to hear your testimony.

967
02:24:18.380 --> 02:24:19.839
x037_Ernest Brooks: Yes. Can you hear me?

968
02:24:19.840 --> 02:24:20.850
Stephanie Shellooe, Director, EARD: Yes, welcome.

969
02:24:21.790 --> 02:24:26.230

x037_Ernest Brooks: Okay, thanks for this opportunity. I've lived in Long Island City

970
02:24:26.890 --> 02:24:35.089
x037_Ernest Brooks: right next to the almost the center of the proposed up zoning Corner 44th Drive and Vernon Boulevard.

971
02:24:35.240 --> 02:24:39.859
x037_Ernest Brooks: As I said, I've been there for 40 close to 45 years, so I've watched

972
02:24:40.030 --> 02:24:42.229
x037_Ernest Brooks: a lot of the changes in the neighborhood.

973
02:24:42.340 --> 02:24:45.450
x037_Ernest Brooks: and I've watched some good things

974
02:24:45.750 --> 02:24:50.069
x037_Ernest Brooks: as the waterfront park on Hunters Point south, which has been

975
02:24:52.010 --> 02:24:54.659
x037_Ernest Brooks: a tremendous asset to the neighborhood.

976
02:24:54.720 --> 02:24:59.210
x037_Ernest Brooks: But I've also watched what I think has become overdevelopment

977
02:24:59.550 --> 02:25:03.789
x037_Ernest Brooks: over the last 10 to 15 years, in the sense of

978
02:25:04.700 --> 02:25:05.899
x037_Ernest Brooks: too many

979
02:25:06.760 --> 02:25:16.570
x037_Ernest Brooks: new residences without a pro up to infrastructure which is necessary. I live in an old 4 story loft building, an old faculty building where.

980
02:25:16.630 --> 02:25:17.939
x037_Ernest Brooks: when it rains

981
02:25:18.140 --> 02:25:21.740
x037_Ernest Brooks: actual sewage backs up into the

982
02:25:21.750 --> 02:25:23.719
x037_Ernest Brooks: the base of the freight elevator

983

02:25:24.260 --> 02:25:28.830
x037_Ernest Brooks: and this is not a healthy situation, and I know that whenever it rains

984
02:25:28.960 --> 02:25:34.619
x037_Ernest Brooks: we have combined sewer, overflow, combined scsos or combined sewage overflows which

985
02:25:34.980 --> 02:25:38.159
x037_Ernest Brooks: run into the East River, and it's a Newtown Creek

986
02:25:38.750 --> 02:25:40.080
x037_Ernest Brooks: is a

987
02:25:40.510 --> 02:25:44.899
x037_Ernest Brooks: superfund site where they spend a lot of money trying to clean it up

988
02:25:45.450 --> 02:25:48.269
x037_Ernest Brooks: plans for cleanups, and it's almost

989
02:25:48.450 --> 02:25:52.750
x037_Ernest Brooks: mythically absurd to be paying billions for cleanup when.

990
02:25:52.780 --> 02:25:55.140
x037_Ernest Brooks: because the sewer system has not been

991
02:25:55.670 --> 02:26:02.339
x037_Ernest Brooks: adequately repaired or enlarged in long city to account for all the new residencies

992
02:26:02.760 --> 02:26:05.150
x037_Ernest Brooks: we end up, you know, throwing good money

993
02:26:05.880 --> 02:26:07.140
x037_Ernest Brooks: after badmin

994
02:26:07.350 --> 02:26:10.840
x037_Ernest Brooks: in dealing with a situation which is untenable.

995
02:26:11.460 --> 02:26:15.760
x037_Ernest Brooks: and that's just one of the problems. But I would also say

996
02:26:16.360 --> 02:26:17.330
x037_Ernest Brooks: that

997

02:26:18.310 --> 02:26:19.350
x037_Ernest Brooks: again.

998
02:26:19.470 --> 02:26:20.520
x037_Ernest Brooks: the hunters

999
02:26:20.580 --> 02:26:27.270
x037_Ernest Brooks: point coalition and the wild City coalition have a plan which is

1000
02:26:27.310 --> 02:26:29.659
x037_Ernest Brooks: calls for much more resiliency.

1001
02:26:29.760 --> 02:26:31.450
x037_Ernest Brooks: or a much more.

1002
02:26:32.150 --> 02:26:40.950
x037_Ernest Brooks: What can I say? Something more like a waterfront park running all the way from Animal Basin up to Queens Ridge Park and providing a real linkage there

1003
02:26:41.290 --> 02:26:43.220
x037_Ernest Brooks: with Queensbridge houses.

1004
02:26:43.530 --> 02:26:44.860
x037_Ernest Brooks: And also

1005
02:26:44.980 --> 02:26:46.189
x037_Ernest Brooks: we are.

1006
02:26:46.280 --> 02:26:47.680
x037_Ernest Brooks: you know, our plan

1007
02:26:48.000 --> 02:26:49.200
x037_Ernest Brooks: is definitely

1008
02:26:49.500 --> 02:26:50.570
x037_Ernest Brooks: poses.

1009
02:26:50.630 --> 02:26:52.159
x037_Ernest Brooks: The use of the

1010
02:26:52.340 --> 02:26:56.449
x037_Ernest Brooks: DOE building as the Queens People's Space.

1011

02:26:57.000 --> 02:27:01.950
x037_Ernest Brooks: and made it into a Community Land trust which will ensure a space there.

1012
02:27:02.230 --> 02:27:03.390
x037_Ernest Brooks: artists

1013
02:27:03.480 --> 02:27:08.200
x037_Ernest Brooks: for musicians for small manufacturers, for food, vendors.

1014
02:27:08.770 --> 02:27:10.003
x037_Ernest Brooks: or maybe

1015
02:27:11.410 --> 02:27:14.640
x037_Ernest Brooks: all the arts and also white manufacturing.

1016
02:27:15.330 --> 02:27:17.550
x037_Ernest Brooks: And this is something

1017
02:27:18.210 --> 02:27:21.240
x037_Ernest Brooks: I mean, I guess what I could really call for is

1018
02:27:21.710 --> 02:27:27.200
x037_Ernest Brooks: somehow to alter the plan as being proposed, the upselling and include elements.

1019
02:27:27.740 --> 02:27:30.569
x037_Ernest Brooks: Okay, sorry. Thank you again for

1020
02:27:30.720 --> 02:27:32.169
x037_Ernest Brooks: the moment to speak.

1021
02:27:32.170 --> 02:27:42.719
Stephanie Shellooe, Director, EARD: Yes, thank you, and please do feel free to submit any written testimony so that we can hear the full or read the full breadth of your comments. Thanks for being here, and for your testimony.

1022
02:27:42.890 --> 02:27:43.389
x037_Ernest Brooks: I'll do that.

1023
02:27:43.861 --> 02:27:49.520
Stephanie Shellooe, Director, EARD: Our next speaker is Jenny Dubnow, to be followed by Sarah Obretis.

1024
02:27:49.690 --> 02:27:52.780
Stephanie Shellooe, Director, EARD: Jenny Dub. Now you will be our next speaker.

1025
02:28:05.940 --> 02:28:06.980
x038_Jenny Dubnau: Can you hear me?

1026
02:28:07.110 --> 02:28:08.110
Stephanie Shellooe, Director, EARD: Yes, welcome.

1027
02:28:08.780 --> 02:28:23.090
x038_Jenny Dubnau: Thank you. My name is Jenny Dub. Now I work with the Western Queens Community Land Trust. But this testimony is my own, of course. One Lrc was billed as a true, comprehensive community plan, but thus far too many of us, it really seems like

1028
02:28:23.260 --> 02:28:27.880
x038_Jenny Dubnau: simply a rezoning, and it feels it does feel like developer giveaway.

1029
02:28:28.284 --> 02:28:47.950
x038_Jenny Dubnau: It's I know that the rate, the impact study, both for displacement and environmental and infrastructure concerns, is mandated to come after the scoping hearing. But I really question instituting a major upzoning of a community that's seen many, many upzonings when there's plenty of data to study about displacement and environmental concerns.

1030
02:28:47.960 --> 02:29:08.060
x038_Jenny Dubnau: Why is this? Why do we go into this with a preordained notion that we need a major upzoning? First, st we should be gathering data to see what the impacts have been. We have plenty of data in Long Island City, so many community residents, many of whom couldn't be here today, because half of them are on vacation, by the way, are upset about this and concerned.

1031
02:29:08.682 --> 02:29:19.519
x038_Jenny Dubnau: Given the unfortunate reality that we're in where we have a scoping hearing, and we have a major upzoning. I certainly hope that the environmental scoping is more rigorous than our community has had in past rezonings.

1032
02:29:19.910 --> 02:29:38.440
x038_Jenny Dubnau: We've had numerous upzonings which I've mentioned, which sadly have ushered in massive housing development that is almost entirely unaffordable to current residents. Therefore, the average income in Lic, as a result of these rezonings, has skyrocketed, and the population has gotten wealthier and also wider. We are not

1033
02:29:38.480 --> 02:29:40.969
x038_Jenny Dubnau: adequately studying displacement here.

1034
02:29:41.040 --> 02:29:46.510
x038_Jenny Dubnau: Clearly we are building, housing for those who need it not for those who need it most.

1035
02:29:46.700 --> 02:30:05.729
x038_Jenny Dubnau: and prior luxury upzonings have also worsened the situation in our manufacturing zones. We have seen a major increase on rent across the board in our manufacturing zones, and we've lost

manufacturing. We've lost community space and we've lost affordable art space. I myself was displaced for my space in Long Island City.

1036
02:30:07.480 --> 02:30:18.799
x038_Jenny Dubnau: We also know that one of Tf. Cornerstones, new waterfront towers, which was built on the waterfront is being adversely affected by rising water levels. They are asking taxpayers to help with the remediation bill.

1037
02:30:18.800 --> 02:30:42.319
x038_Jenny Dubnau: This is not confidence. Inspiring vis-a-vis past. Eis studies the community will be paying close attention to the scoping, and we hope the up zonings, particularly on the waterfront and on public land, are scaled way back. Given the environmental and displacement risks we face. In fact, those public waterfront sites on Animal Basin should not be up zoned at all. They should be transformed into resilient public parkland as laid out in the Long Island.

1038
02:30:42.500 --> 02:30:56.259
x038_Jenny Dubnau: a Long Island City coalition and Hunter's Point Coalition alternative plan, which makes a lot of sense and the DOE building should be preserved, not knocked down and transformed into a deeply affordable hub for manufacturing, cultural and community space.

1039
02:30:56.260 --> 02:31:13.969
x038_Jenny Dubnau: Finally, the Eis must study all current data and literature, much of which shows that increasing, mostly luxury, housing, density, raises land values and does not lower rents. This is one of the underlying purposes of this massive rezoning, and all the data should be studied. Thank you.

1040
02:31:14.260 --> 02:31:19.029
Stephanie Shellooe, Director, EARD: Thank you. Thanks so much for your testimony and for your participation in this process.

1041
02:31:19.560 --> 02:31:27.060
Stephanie Shellooe, Director, EARD: At this time we are going to do a little switch in the back of house just to allow our volunteers to

1042
02:31:27.560 --> 02:31:34.690
Stephanie Shellooe, Director, EARD: switch over great production. We are seeing a document. We can go to the presentation.

1043
02:31:37.073 --> 02:32:01.219
Stephanie Shellooe, Director, EARD: And at this time I'm also going to ask Avrin Olcar Kajar to step in as host for this meeting, for the next handful of speakers. Just as we as we pass the baton, Sarah O'braidis, who is our next speaker, does not appear in the zoom room, so we will skip the speaker and come back to our next speaker and, Evan, I will pass it over to you to call our next few speakers.

1044
02:32:01.860 --> 02:32:02.985
Evren Ulker-Kacar, Deputy Director, EARD: Great thanks, Stephanie.

1045
02:32:03.400 --> 02:32:17.189

Evren Ulker-Kacar, Deputy Director, EARD: Good afternoon, everyone. I will continue our part. 3 of the Oscopic meeting. Our next speaker is going to be Korean, heinous, followed by Costa Constantinides.

1046
02:32:18.810 --> 02:32:20.039
Evren Ulker-Kacar, Deputy Director, EARD: If you can

1047
02:32:20.210 --> 02:32:21.320
Evren Ulker-Kacar, Deputy Director, EARD: promote

1048
02:32:22.300 --> 02:32:24.030
Evren Ulker-Kacar, Deputy Director, EARD: cardiac, heinous

1049
02:32:25.000 --> 02:32:26.710
Evren Ulker-Kacar, Deputy Director, EARD: as a panelist.

1050
02:32:45.180 --> 02:32:46.420
Evren Ulker-Kacar, Deputy Director, EARD: alright.

1051
02:32:46.600 --> 02:32:49.539
Evren Ulker-Kacar, Deputy Director, EARD: I am being informed that

1052
02:32:50.600 --> 02:32:55.320
Evren Ulker-Kacar, Deputy Director, EARD: we are not able to promote this speaker.

1053
02:32:55.770 --> 02:32:57.330
Evren Ulker-Kacar, Deputy Director, EARD: and we will

1054
02:32:57.540 --> 02:32:58.629
Evren Ulker-Kacar, Deputy Director, EARD: come back

1055
02:32:59.400 --> 02:33:05.630
Evren Ulker-Kacar, Deputy Director, EARD: to this. If the back of the house can quickly reach out to the to Korea, and heinous

1056
02:33:05.920 --> 02:33:10.010
Evren Ulker-Kacar, Deputy Director, EARD: to see if we could get this result, and we'll hear

1057
02:33:10.030 --> 02:33:13.360
Evren Ulker-Kacar, Deputy Director, EARD: the testimony shortly, so we'll move on to our

1058
02:33:13.610 --> 02:33:15.480
Evren Ulker-Kacar, Deputy Director, EARD: next speaker.

1059

02:33:18.550 --> 02:33:25.169
Evren Ulker-Kacar, Deputy Director, EARD: Alright, we'll move on to our next speaker, Costa Constantinides, followed by Lynn. Zhu!

1060
02:33:30.580 --> 02:33:31.840
Evren Ulker-Kacar, Deputy Director, EARD: Alright.

1061
02:33:32.390 --> 02:33:38.189
Evren Ulker-Kacar, Deputy Director, EARD: I think Costa Constantinus is not currently in zoom.

1062
02:33:38.630 --> 02:33:40.880
Evren Ulker-Kacar, Deputy Director, EARD: so we'll move on to

1063
02:33:40.990 --> 02:33:43.370
Evren Ulker-Kacar, Deputy Director, EARD: our next speaker, can we.

1064
02:33:43.790 --> 02:33:51.860
Evren Ulker-Kacar, Deputy Director, EARD: Pramoth Lin Zoo, followed by sunshine, Shia, followed by Taiki sugita

1065
02:34:08.530 --> 02:34:10.790
Evren Ulker-Kacar, Deputy Director, EARD: alright! Can we?

1066
02:34:11.320 --> 02:34:14.489
Evren Ulker-Kacar, Deputy Director, EARD: Back of the house? Are we able to promote

1067
02:34:15.560 --> 02:34:16.690
Evren Ulker-Kacar, Deputy Director, EARD: Lynn

1068
02:34:17.000 --> 02:34:18.720
Evren Ulker-Kacar, Deputy Director, EARD: as a panelist?

1069
02:34:19.410 --> 02:34:21.709
Evren Ulker-Kacar, Deputy Director, EARD: Alright, I think we are.

1070
02:34:26.210 --> 02:34:28.070
Evren Ulker-Kacar, Deputy Director, EARD: Lynn. Can you?

1071
02:34:28.380 --> 02:34:31.810
Evren Ulker-Kacar, Deputy Director, EARD: Are you able to hear us? If you can unmute your

1072
02:34:31.960 --> 02:34:35.790
Evren Ulker-Kacar, Deputy Director, EARD: microphone, will be able to hear you and take your testimony.

1073
02:34:35.790 --> 02:34:36.760
x042_Lynn Xue: Hello!

1074
02:34:36.760 --> 02:34:37.790
Evren Ulker-Kacar, Deputy Director, EARD: Hello!

1075
02:34:37.790 --> 02:34:38.879
x042_Lynn Xue: I'll come.

1076
02:34:39.140 --> 02:34:40.300
Evren Ulker-Kacar, Deputy Director, EARD: Yes, welcome.

1077
02:34:40.300 --> 02:34:49.179
x042_Lynn Xue: Yeah. My name is Anisha. I'm working in this area. I would, like Atlantic City, become more walkable and safe

1078
02:34:49.360 --> 02:34:52.170
x042_Lynn Xue: for pedestrians, since

1079
02:34:52.851 --> 02:35:05.290
x042_Lynn Xue: we have so many parking space upfront, and the traffic is crazy. So I would like the city, have some

1080
02:35:05.420 --> 02:35:23.019
x042_Lynn Xue: planting, creating more pedestrian, friendly street, more supermarket and coffee shop make the areas more lifely and livable. Environment and conservative place.

1081
02:35:23.250 --> 02:35:24.460
x042_Lynn Xue: Thank you.

1082
02:35:26.550 --> 02:35:29.309
Evren Ulker-Kacar, Deputy Director, EARD: Great. Thank you. Thank you for your testimony.

1083
02:35:29.460 --> 02:35:31.110
Evren Ulker-Kacar, Deputy Director, EARD: and for being here

1084
02:35:32.850 --> 02:35:33.550
Evren Ulker-Kacar, Deputy Director, EARD: all of our.

1085
02:35:33.830 --> 02:35:35.470
x042_Lynn Xue: Next.

1086
02:35:35.470 --> 02:35:37.040

Evren Ulker-Kacar, Deputy Director, EARD: R. Is.

1087
02:35:38.680 --> 02:35:45.210
Evren Ulker-Kacar, Deputy Director, EARD: if you can unmute, please, great. Our next speaker is

1088
02:35:47.790 --> 02:35:49.010
Evren Ulker-Kacar, Deputy Director, EARD: Eric.

1089
02:36:04.910 --> 02:36:06.239
x Eric Narburgh: Hi, thank you.

1090
02:36:08.660 --> 02:36:19.799
x Eric Narburgh: My name is Eric Narberg. I'm a member of Queens Community Board, 2, representing Lic as well as Sunnyside and Woodside. I'm also Vice Chair of the Arts and Culture Committee.

1091
02:36:20.136 --> 02:36:42.630
x Eric Narburgh: I'm here to encourage that. We name the arts as part of this plan I appreciated in Bob's slides earlier that he mentioned historical and culture and that Dan Wiley, on behalf of the Congresswoman, mentioned working artists, and especially edge a wheeler for his comments. He asked for 2 min more, and I'm hoping that I use the rest of my time to say what he might have said.

1092
02:36:43.024 --> 02:36:57.620
x Eric Narburgh: Which is that the Roi on public art spaces can be difficult to quantify because of its many qualitative elements. However, public art can provide benefits that extend beyond the arts themselves, such as one social impact

1093
02:36:57.630 --> 02:37:09.670
x Eric Narburgh: public art can contribute to neighborhood pride and cultural identity. For example, a mural in a public space can send a message about social justice that will last for years. 2 words, 5 points.

1094
02:37:09.720 --> 02:37:23.379
x Eric Narburgh: Secondly, economic impact. Public art can attract visitors who spend money and help. Local businesses thrive in real estate projects. Public art can create a destination that tenants, shoppers, and residents and neighbors can be proud of

1095
02:37:23.380 --> 02:37:50.290
x Eric Narburgh: that leads to increased foot traffic and community gathering. And then, thirdly, audience impact arts and culture and events can have an audience impact with attendees spending money on top of admission. That's money that supports both the artists who are working in our community, but also independent business owners who we've heard from in this conversation this afternoon, and we want to be able to support them in this space, and who benefits from this everyone, but especially

1096
02:37:50.430 --> 02:38:05.499
x Eric Narburgh: young people. We've been talking about the need for schools in these spaces, and we need schools. But we also need public art spaces and spaces to gather for folks to be inspired, and gather and be creative and create inspiration and community.

1097
02:38:05.520 --> 02:38:09.129
x Eric Narburgh: And finally, this is a community that is abundant

1098
02:38:09.470 --> 02:38:22.190
x Eric Narburgh: with artists and innovators, and I hope that we can name and prioritize the arts as an opportunity for both artists and nonprofit organizations to thrive and flourish as part of this plan. Thank you.

1099
02:38:24.340 --> 02:38:26.519
Evren Ulker-Kacar, Deputy Director, EARD: Thank you for your testimony

1100
02:38:29.430 --> 02:38:38.230
Evren Ulker-Kacar, Deputy Director, EARD: and for being here. Our next speaker is, and I also apologize. There was a little bit of a technical issue earlier might have lost

1101
02:38:38.964 --> 02:38:44.875
Evren Ulker-Kacar, Deputy Director, EARD: the video for a second. So we'll we'll continue following hearing our

1102
02:38:45.560 --> 02:38:49.599
Evren Ulker-Kacar, Deputy Director, EARD: Our testimony. So our next speaker is San Juan

1103
02:38:49.720 --> 02:38:55.750
Evren Ulker-Kacar, Deputy Director, EARD: Shia, followed by Taiki Sugita, followed by Liza Goran.

1104
02:39:03.650 --> 02:39:09.720
Evren Ulker-Kacar, Deputy Director, EARD: If we can promote San Juan Shia as a panelist.

1105
02:39:12.640 --> 02:39:13.810
Evren Ulker-Kacar, Deputy Director, EARD: great.

1106
02:39:16.160 --> 02:39:16.660
x043_Senjuen Hsia: Hello, Tess.

1107
02:39:16.910 --> 02:39:17.430
Evren Ulker-Kacar, Deputy Director, EARD: Headache.

1108
02:39:17.820 --> 02:39:19.090
Evren Ulker-Kacar, Deputy Director, EARD: Can you hear me.

1109
02:39:20.030 --> 02:39:21.309
x043_Senjuen Hsia: Yes, I can hear you.

1110
02:39:21.690 --> 02:39:22.770

Evren Ulker-Kacar, Deputy Director, EARD: Great welcome

1111
02:39:22.790 --> 02:39:23.950
Evren Ulker-Kacar, Deputy Director, EARD: right here

1112
02:39:24.820 --> 02:39:26.450
Evren Ulker-Kacar, Deputy Director, EARD: to hear your testimony.

1113
02:39:27.110 --> 02:39:29.340
x043_Senjuen Hsia: Okay, should I just start now?

1114
02:39:29.470 --> 02:39:30.060
Evren Ulker-Kacar, Deputy Director, EARD: Sure.

1115
02:39:30.970 --> 02:39:54.500
x043_Senjuen Hsia: Hi, thank you all greetings. My name is Sen. Jen Shah, and I help my family manage several property property lots in the Ibz. North designated area of Long Island City. I have lived in Sunnyside and Lic for 40 years and have worked in and around Lic for 30. I wanted to focus on a couple of things that haven't been mentioned much in this meeting.

1116
02:39:55.260 --> 02:40:06.340
x043_Senjuen Hsia: Driving up and down 21st street from Astoria down to Hunters point we can see that left turns were banned on nearly every intersection throughout the entire Ibz, and beyond

1117
02:40:06.400 --> 02:40:18.719
x043_Senjuen Hsia: the 21st street corridor was officially designated a few years ago as a vision 0 corridor, and has been completely redesigned to emphasize pedestrian safety and bus reliability.

1118
02:40:19.120 --> 02:40:31.409
x043_Senjuen Hsia: These changes to how traffic is diverted along 21st Street no longer makes the property lots in the Ibz north area feasible for significant manufacturing or industrial support.

1119
02:40:32.320 --> 02:40:49.160
x043_Senjuen Hsia: The Department of Transportation installed 3 things that significantly inhibits the ability for facilities in the area to transport goods and materials. This includes an island divider for pedestrians, an entire bus lane and an entire bike lane as well.

1120
02:40:49.160 --> 02:41:07.289
x043_Senjuen Hsia: Since then it is no longer possible for large trucks and standard 40 foot containers to effectively maneuver around buildings in this zone there simply isn't much room to load and unload large amounts of goods or materials without completely blocking out an entire site of traffic on 21st Street.

1121
02:41:07.720 --> 02:41:18.749
x043_Senjuen Hsia: This discourages any manufacturing or wholesale company that might have been interested in a move to the area. Neither does it work as a support district for the neighboring business community.

1122
02:41:19.520 --> 02:41:40.209
x043_Senjuen Hsia: Secondly, the areas immediately north and south of the Lic North Ibz are already zoned for mixed use. We are surrounded on all sides by residential and mixed use buildings. The area is filled with hotels, restaurants, and retailers specifically catered to the growing number of tourists and residents in the area.

1123
02:41:40.290 --> 02:41:49.669
x043_Senjuen Hsia: The site is also serviced by the Queensbridge subway stop and 4 bus lines. They are all geared towards residential community commuting and servicing commercial and retail activity.

1124
02:41:49.730 --> 02:42:02.069
x043_Senjuen Hsia: The area lost key elements of its manufacturing and industrial character. Years ago zoning should be changed to match the characteristics of the neighboring areas based on the planning committee's own land use rationale

1125
02:42:02.100 --> 02:42:03.310
x043_Senjuen Hsia: guidelines.

1126
02:42:03.770 --> 02:42:26.959
x043_Senjuen Hsia: These are just a couple of reasons why we believe that the Ibz designation and Lic. North and Dutch kills should be modified to allow for residential mixed use purposes. The city has already made significant changes to the entire area that no longer makes the Ibz a viable designation for the neighborhood. The Dcp. Should follow that lead and push the city council to modify this zoning.

1127
02:42:27.280 --> 02:42:29.680
x043_Senjuen Hsia: Thank you for your time and attention.

1128
02:42:30.230 --> 02:42:32.099
Evren Ulker-Kacar, Deputy Director, EARD: Thank you. Right on. Time.

1129
02:42:32.410 --> 02:42:33.219
x043_Senjuen Hsia: Thank you.

1130
02:42:33.220 --> 02:42:36.019
Evren Ulker-Kacar, Deputy Director, EARD: Alright. Our next speaker is

1131
02:42:36.340 --> 02:42:43.619
Evren Ulker-Kacar, Deputy Director, EARD: Taiki Sugita, followed by Liza Goran, followed by Danielle Brecker

1132
02:42:45.750 --> 02:42:47.480
Evren Ulker-Kacar, Deputy Director, EARD: Taiki Segeta.

1133
02:42:47.580 --> 02:42:53.319
Evren Ulker-Kacar, Deputy Director, EARD: We'll promote you as panelists shortly, and you'll be able to

provide your testimony.

1134
02:42:54.660 --> 02:42:57.099
x044_Taiki Sugita: Hello! My name is Taki Sugita.

1135
02:42:57.470 --> 02:43:06.299
x044_Taiki Sugita: I've been a Lyc resident for the past 6 years, and I moved to this neighborhood because of its diversity and a wide range of eateries.

1136
02:43:07.803 --> 02:43:15.859
x044_Taiki Sugita: However, I find it very difficult to one find adequately sized apartment units and 2

1137
02:43:16.548 --> 02:43:18.660
x044_Taiki Sugita: walking around the neighborhood.

1138
02:43:20.400 --> 02:43:26.012
x044_Taiki Sugita: I've moved within Lic 3 times already, and every time I move

1139
02:43:26.860 --> 02:43:42.729
x044_Taiki Sugita: I only see most most of the units I see are studio units that are available. And even if I do find in a 1 bedroom or 2 bedroom apartment unit it's been very. The leasing process has been very competitive, and

1140
02:43:43.330 --> 02:43:52.529
x044_Taiki Sugita: even the one bedrooms I find it difficult to find adequate sized one. Bedrooms that can fit my queen size, bed and dresser.

1141
02:43:55.780 --> 02:43:59.660
x044_Taiki Sugita: incentivizing developers to build larger.

1142
02:44:00.010 --> 02:44:06.670
x044_Taiki Sugita: One. Bedroom units or 2 bedroom units and less of the studio units could help eliminate this problem.

1143
02:44:07.240 --> 02:44:14.979
x044_Taiki Sugita: and the second point of the walkability within the neighborhood. Whenever I'm walking towards Queensborough Bridge.

1144
02:44:16.620 --> 02:44:20.560
x044_Taiki Sugita: I find myself constantly competing with bikers

1145
02:44:20.570 --> 02:44:27.460
x044_Taiki Sugita: and crossing over Queens Plaza north from the north side to the south side, vice versa.

1146

02:44:28.087 --> 02:44:32.949
x044_Taiki Sugita: It's it's very difficult getting across within neighborhood

1147
02:44:33.310 --> 02:44:37.780
x044_Taiki Sugita: and eliminating street side parking, adding more

1148
02:44:38.970 --> 02:44:44.599
x044_Taiki Sugita: Pedestrian walkways and closing off streets could definitely eliminate this issue.

1149
02:44:44.850 --> 02:44:46.499
x044_Taiki Sugita: Thanks for listening.

1150
02:44:48.570 --> 02:44:51.190
Evren Ulker-Kacar, Deputy Director, EARD: Thank you. Thank you so much for your testimony

1151
02:44:51.430 --> 02:44:52.900
Evren Ulker-Kacar, Deputy Director, EARD: for being here.

1152
02:44:53.480 --> 02:44:55.759
Evren Ulker-Kacar, Deputy Director, EARD: Our next speaker is

1153
02:44:55.990 --> 02:45:00.120
Evren Ulker-Kacar, Deputy Director, EARD: Liza Goran, followed by Danielle Brecker.

1154
02:45:00.130 --> 02:45:02.930
Evren Ulker-Kacar, Deputy Director, EARD: followed by Errol Withdal.

1155
02:45:03.490 --> 02:45:04.820
Evren Ulker-Kacar, Deputy Director, EARD: Lisa Goran

1156
02:45:04.850 --> 02:45:06.900
Evren Ulker-Kacar, Deputy Director, EARD: will promote you to

1157
02:45:07.760 --> 02:45:10.130
Evren Ulker-Kacar, Deputy Director, EARD: panelists, and you'll be able to

1158
02:45:10.160 --> 02:45:12.380
Evren Ulker-Kacar, Deputy Director, EARD: provide your testimony shortly.

1159
02:45:18.920 --> 02:45:22.620
Evren Ulker-Kacar, Deputy Director, EARD: Welcome. We see you on the Panelist list. Can you hear us.

1160
02:45:23.873 --> 02:45:25.140

x046_Lisa Goren: Yes, hi!

1161
02:45:25.600 --> 02:45:26.490
Evren Ulker-Kacar, Deputy Director, EARD: Welcome!

1162
02:45:27.900 --> 02:45:43.659
x046_Lisa Goren: So Hi, everyone. I am a 35 year resident of Long Island City, speaking on behalf of Long Island City coalition and hunters point community coalition local groups with a deep history in the neighborhood.

1163
02:45:44.930 --> 02:46:03.219
x046_Lisa Goren: Our groups have developed an alternative. Community-based vision plan for resiliency for hunters point north, which we wish to have considered as part of Dcp's scoping process. And I will forward that plan to you. I also wish to remind the Department of city, planning that we and other groups

1164
02:46:03.220 --> 02:46:24.609
x046_Lisa Goren: along with our Local Community Board, Cb. 2. And local Council member, Julie WAN, all previously requested that this meeting be postponed until the fall. We think it unconscionable that the Department is holding this critical scoping meeting in the middle of August and the middle of a work day when many who wish to attend are unable to

1165
02:46:24.950 --> 02:46:37.189
x046_Lisa Goren: participation in earlier one lic events showed that our community is deeply concerned about the department's proposal to upzone a significant swath of the neighborhood. Some of our key concerns

1166
02:46:37.240 --> 02:46:46.130
x046_Lisa Goren: are that one lic is not based on actual urban planning and does not consider the negative effects of previous zoning changes in lic.

1167
02:46:46.170 --> 02:46:55.479
x046_Lisa Goren: Moreover, by not sharing maps that show actual height and density implications, it is effectively hiding these impacts from the community.

1168
02:46:55.550 --> 02:47:24.439
x046_Lisa Goren: One lic mimics the language of resiliency, open space, equity, and affordability, but its proposed up zoning will merely add to these deficits and problems one lic purports to increase waterfront access, but it may seek to actually reduce access by amending the waterfront access plan. It purports to provide contiguous parkland along the waterfront, but merely adds a narrow waterfront walkway.

1169
02:47:24.440 --> 02:47:33.999
x046_Lisa Goren: It gives away the neighborhood's last public waterfront properties needed to expand parkland, and it will decrease per capita. Open space

1170
02:47:34.000 --> 02:47:40.080
x046_Lisa Goren: in Lic, which is currently 3, rd lowest in per capita, open space in the city.

1171
02:47:40.410 --> 02:47:52.179
x046_Lisa Goren: One lic purports to make Lic. Much of which is in a flood. Plain, and sections of which were under more than 6 feet of water during hurricane sandy, more resilient.

1172
02:47:52.290 --> 02:48:18.500
x046_Lisa Goren: but rather it ignores the city's own recommendations for multi-pronged approach to resiliency, including setbacks, waterfront parks, and living shorelines. And again, it gives to developers the waterfront properties, public properties needed to implement those strategies, a prime example of which is Hunter's Point, South Park, which has brought not only resiliency, but also tremendous value to residents and developers alike.

1173
02:48:18.780 --> 02:48:27.510
x046_Lisa Goren: One lic purports to increase equity, but decreases it by handing publicly owned sites to developers rather than using them for.

1174
02:48:27.510 --> 02:48:27.910
Evren Ulker-Kacar, Deputy Director, EARD: I have.

1175
02:48:27.910 --> 02:48:30.240
x046_Lisa Goren: Services, in short.

1176
02:48:30.240 --> 02:48:30.600
Evren Ulker-Kacar, Deputy Director, EARD: Like.

1177
02:48:30.600 --> 02:48:45.060
x046_Lisa Goren: I'll just summarize. In summary we support managed forward-thinking development of this wonderful section. But we recognize that the city's housing concerns cannot be solved by Lic alone. Moreover, housing and affordability.

1178
02:48:45.590 --> 02:48:52.179
Evren Ulker-Kacar, Deputy Director, EARD: Thank you. You could you could submit your testimony in in writing we appreciate it.

1179
02:48:52.270 --> 02:48:54.490
Evren Ulker-Kacar, Deputy Director, EARD: Our next speaker is

1180
02:48:54.530 --> 02:48:55.720
Evren Ulker-Kacar, Deputy Director, EARD: Danielle

1181
02:48:56.000 --> 02:49:01.849
Evren Ulker-Kacar, Deputy Director, EARD: Brecker, followed by Errol Withdal, followed by Jordan Hare.

1182
02:49:04.190 --> 02:49:05.940
Evren Ulker-Kacar, Deputy Director, EARD: Danielle Brecker.

1183
02:49:06.070 --> 02:49:09.150
Evren Ulker-Kacar, Deputy Director, EARD: We'll promote you to be a panelist shortly.

1184
02:49:16.180 --> 02:49:16.870
x047_Danielle Brecker: Hello!

1185
02:49:17.260 --> 02:49:18.190
Evren Ulker-Kacar, Deputy Director, EARD: Welcome!

1186
02:49:18.190 --> 02:49:19.000
x047_Danielle Brecker: Hi.

1187
02:49:19.190 --> 02:49:20.500
x047_Danielle Brecker: can we start?

1188
02:49:21.520 --> 02:49:22.130
Evren Ulker-Kacar, Deputy Director, EARD: Please.

1189
02:49:22.130 --> 02:49:40.520
x047_Danielle Brecker: I am Daniel Brecker. I live in the Dutch, kills neighborhood of Long Island City. I am a member of Queens Community Board, too. Co-chair of the City Services Committee. I am not speaking today for Cb. 2, because this hearing is in August and the period to submit comments ends before the 2 community boards that this rezoning impacts.

1190
02:49:41.014 --> 02:49:45.789
x047_Danielle Brecker: Have time to have public hearings. Please extend the comment. Time.

1191
02:49:45.840 --> 02:50:00.650
x047_Danielle Brecker: I will submit written testimony. Today. I share my key concerns I want. I wanted comprehensive community planning. But now this just feels like another rezoning roughly. 15,000 people likely more live in Council District 26 shelters.

1192
02:50:00.650 --> 02:50:28.080
x047_Danielle Brecker: From what I heard in the last in community planning meeting may be different today. The plan this plan creates 12,000 market rate units, and only 4,000 affordable units that is unacceptable. All of this development 100% should be affordable in perpetuity, more market rate apartments in an area that is already grossly unaffordable will lead to lead to more unaffordability. Wealth. Segregation, gated towers, and displacement.

1193
02:50:28.190 --> 02:50:47.359
x047_Danielle Brecker: as we heard today. Lic is one of 9 New York city communities that have contributed the most new housing. But it's been mostly market rate, and there has only been limited investment in public infrastructure. And now we want to build more, with only a vague possibility of capital investment in public infrastructure.

1194

02:50:47.430 --> 02:50:59.919
x047_Danielle Brecker: Increasing density by transit only works. If that transit is not already totally overwhelmed and inadequate as it is in Long Island City. Likewise our sewers fail us every time it rains.

1195
02:51:00.410 --> 02:51:11.919
x047_Danielle Brecker: even if it only rains, a small amount. More towers will exasperate this. We have limited park space, and the parks we do have are always packed. We can't build schools fast enough

1196
02:51:11.990 --> 02:51:35.770
x047_Danielle Brecker: for the number of students we have as councilmember, Juan said. We've been promised schools that have never been built. We've been waiting for 5 years for a new Court square library because it was shuttered for development. There are tax breaks to developers, but no investment in public housing, and we have no hospital in CD 26. The environmental impact study must take this into account.

1197
02:51:35.790 --> 02:51:44.749
x047_Danielle Brecker: The one lic plan also ignores the climate crisis and the other resiliency grounded plan that Lisa, the speaker before me just talked about.

1198
02:51:44.870 --> 02:52:11.670
x047_Danielle Brecker: This plan puts forth real solutions for affordability, small business, the artist community infrastructure, res and resiliency, and should be incorporated into the one lac plan. Today I ask my government that works for me and for my neighbors to do better for my community and shift focus from pushing through this rezoning, to planning and building communities that are affordable, livable, resilient, fair, and for all of us, thank you.

1199
02:52:13.470 --> 02:52:23.970
Evren Ulker-Kacar, Deputy Director, EARD: Thank you. Thank you for your testimony, and for being here. Our next speaker is Errol Vidal, followed by Jordan hair, followed by Sandy Lee.

1200
02:52:24.645 --> 02:52:26.280
Evren Ulker-Kacar, Deputy Director, EARD: I don't think

1201
02:52:26.540 --> 02:52:29.050
Evren Ulker-Kacar, Deputy Director, EARD: Errol Vidal is in the zoom

1202
02:52:29.300 --> 02:52:30.629
Evren Ulker-Kacar, Deputy Director, EARD: at the moment.

1203
02:52:31.470 --> 02:52:33.639
Evren Ulker-Kacar, Deputy Director, EARD: We will skip this

1204
02:52:33.690 --> 02:52:35.120
Evren Ulker-Kacar, Deputy Director, EARD: speaker and

1205
02:52:35.910 --> 02:52:37.980
Evren Ulker-Kacar, Deputy Director, EARD: move on to Jordan here.

1206
02:52:38.100 --> 02:52:42.210
Evren Ulker-Kacar, Deputy Director, EARD: and with that I'll turn it. Turn it back over to Stephanie

1207
02:52:45.900 --> 02:52:49.750
Evren Ulker-Kacar, Deputy Director, EARD: Jordan hair. We are ready for your testimony.

1208
02:52:49.970 --> 02:52:51.340
Evren Ulker-Kacar, Deputy Director, EARD: Alright! Welcome!

1209
02:52:52.150 --> 02:52:52.760
Evren Ulker-Kacar, Deputy Director, EARD: Aye.

1210
02:52:52.992 --> 02:53:00.648
x049_Jordan Hare: Hi! My name is Jordan here, and I I work at plaques all thank you for the opportunity to share comments on the draft scope of work for the Lyc Neighborhood plan.

1211
02:53:01.230 --> 02:53:09.729
x049_Jordan Hare: Black Salt's been based in Long Island City for over 80 years, 1st as an industrial business, and now as a long time neighbor, that's committed to our community.

1212
02:53:10.120 --> 02:53:13.829
x049_Jordan Hare: We all know that our neighborhood defies easy definition.

1213
02:53:14.110 --> 02:53:17.880
x049_Jordan Hare: creative production that's side by side with new residential towers.

1214
02:53:18.000 --> 02:53:20.669
x049_Jordan Hare: artists and strollers sharing our sidewalks.

1215
02:53:20.750 --> 02:53:25.819
x049_Jordan Hare: expansive new waterfront parks within walking distance of Diy community gardens.

1216
02:53:26.020 --> 02:53:34.689
x049_Jordan Hare: The common term for this is mixed use, but that just doesn't capture all of the excitement and energy that comes from all of us, all coexisting together.

1217
02:53:35.040 --> 02:53:39.539
x049_Jordan Hare: we at plaque saw, are extraordinarily proud to be a part of this amazing community.

1218
02:53:39.910 --> 02:54:00.899
x049_Jordan Hare: Dcp's Neighborhood plan is a really big opportunity for all of us to work together on a positive and inclusive vision of our neighborhood, and by including the Waterfront court, Square Creams Bridge, and the Ibz. In a single effort, we all have an unprecedented opportunity to think comprehensively

about Lic's future, one that sustains and expands this unique mix in the decades to come.

1219
02:54:01.160 --> 02:54:08.139
x049_Jordan Hare: We at Plaquesall are grateful to Dcp. And the city of New York for the opportunity to participate in this important initiative. Thank you.

1220
02:54:10.630 --> 02:54:13.590
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony, and thank you for

1221
02:54:13.660 --> 02:54:17.250
Stephanie Shellooe, Director, EARD: everyone handing over post privileges.

1222
02:54:18.440 --> 02:54:19.520
Stephanie Shellooe, Director, EARD: in that interim.

1223
02:54:19.950 --> 02:54:26.700
Stephanie Shellooe, Director, EARD: Thank you, Jordan. Our next speaker is Sandy Lee, followed by Ali Haight, followed by Elliot Park.

1224
02:54:29.400 --> 02:54:30.200
Stephanie Shellooe, Director, EARD: Oops.

1225
02:54:31.700 --> 02:54:37.140
Stephanie Shellooe, Director, EARD: Sorry my my microphone was was in the wrong spot. Thank you. Thanks. Everyone

1226
02:54:37.870 --> 02:54:43.799
Stephanie Shellooe, Director, EARD: for notifying me of that. Our next speakers are Sandy Lee, Allie Hake, and Elliot Park.

1227
02:54:44.851 --> 02:54:51.109
Stephanie Shellooe, Director, EARD: Sandy Lee, you are our next speaker. Although I do not see that speaker in

1228
02:54:51.730 --> 02:54:53.169
Stephanie Shellooe, Director, EARD: in the zoom.

1229
02:54:56.400 --> 02:55:03.660
Stephanie Shellooe, Director, EARD: All right, so we will note that we've skipped the speaker, Sandy Lee, and move to our next speaker. Allie Hake.

1230
02:55:04.080 --> 02:55:06.609
Stephanie Shellooe, Director, EARD: Ali Hake, you are our next speaker.

1231

02:55:06.930 --> 02:55:09.610
Stephanie Shellooe, Director, EARD: We do not see this speaker in the room

1232
02:55:10.090 --> 02:55:14.800
Stephanie Shellooe, Director, EARD: either, so we will make a note of this if we are

1233
02:55:15.456 --> 02:55:22.410
Stephanie Shellooe, Director, EARD: moving past you, and you are watching via Youtube. Please do join the zoom when you are able.

1234
02:55:22.770 --> 02:55:25.939
Stephanie Shellooe, Director, EARD: So that brings us to our next Speaker, Elliot Park.

1235
02:55:25.980 --> 02:55:29.140
Stephanie Shellooe, Director, EARD: followed by Pamela Herrera, followed by James Tack.

1236
02:55:29.360 --> 02:55:35.339
Stephanie Shellooe, Director, EARD: Elliot Park. You're our next speaker, so we'll promote you to panelists so that you're able to provide your testimony.

1237
02:55:36.740 --> 02:55:37.550
x052_Elliot Park: Hi!

1238
02:55:37.720 --> 02:55:38.319
x052_Elliot Park: Can you hear me?

1239
02:55:38.320 --> 02:55:39.590
Stephanie Shellooe, Director, EARD: Welcome, yes.

1240
02:55:39.590 --> 02:55:40.430
x052_Elliot Park: Thank you.

1241
02:55:43.830 --> 02:55:45.909
x052_Elliot Park: Sorry. Just give me one second.

1242
02:55:48.130 --> 02:55:50.230
Stephanie Shellooe, Director, EARD: Let's reset our clock for yeah.

1243
02:55:50.670 --> 02:55:51.530
x052_Elliot Park: Thank you.

1244
02:55:51.980 --> 02:56:14.600
x052_Elliot Park: Good afternoon. My name is Elliot Park. I am a business and property owner in Long Island City, Ibz. I appreciate councilwoman one and Dcp's efforts in updating the zoning regulations and

considering the Long Island City neighborhood plan, your commitment to our community's growth is commendable, and I would like to share my perspective.

1245
02:56:15.180 --> 02:56:27.089
x052_Elliot Park: I fully support the rezoning objectives, to create create new housing, generate job opportunities, and enhance the mixed use character of Long Island city. These changes are vital for increasing residential density.

1246
02:56:27.090 --> 02:56:47.509
x052_Elliot Park: boosting foot traffic, and stimulating the local economy. However, it's crucial that these enhancements are paired with increased sanitation and police presence to ensure safety in our streets and public areas. As our community grows, improvements in open space, infrastructure and transportation will also attract further investment.

1247
02:56:48.040 --> 02:56:52.390
x052_Elliot Park: I do have some concerns about the proposed zoning changes for the Ivz.

1248
02:56:52.966 --> 02:57:05.849
x052_Elliot Park: Particularly the inconsistencies in designating partial blocks for varying densities, a higher density, rezoning for most of the Ibz would better align with this

1249
02:57:08.000 --> 02:57:08.690
x052_Elliot Park: just.

1250
02:57:09.010 --> 02:57:13.170
x052_Elliot Park: It is additionally integrating residential, using the local economy.

1251
02:57:13.690 --> 02:57:36.880
x052_Elliot Park: The Lic Ibz is ideally located between 2 growing residential areas court square, and the hunters, hunters point south, waterfront or Hunter Point waterfront. Many local businesses, such as breweries and cafes, are constrained by the current Ibz designation, allowing more residential uses, would enhance safety and walkability. Attracting more customers.

1252
02:57:36.950 --> 02:57:51.679
x052_Elliot Park: In conclusion, I urge the Dcp. To consider rezoning the Ivz for higher density and allow residential uses. By doing so we can create a more resilient Long Island city that benefits all stakeholders. Thank you for your time and consideration.

1253
02:57:53.010 --> 02:57:56.229
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your recommendations and for your time today.

1254
02:57:56.480 --> 02:58:08.149
Stephanie Shellooe, Director, EARD: Thank you. Our next speaker will be Pamela Herrera. So, Pamela, we will promote you to panelists so that you can provide your testimony. Pamela will be followed by James Tack, followed by Jin Han.

1255

02:58:15.780 --> 02:58:16.470
x053_Pamela Herrera: Hello!

1256
02:58:16.760 --> 02:58:17.740
Stephanie Shellooe, Director, EARD: Hi! Welcome!

1257
02:58:17.860 --> 02:58:18.715
x053_Pamela Herrera: Hi,

1258
02:58:20.680 --> 02:58:22.120
x053_Pamela Herrera: me? Sorry.

1259
02:58:24.920 --> 02:58:25.830
x053_Pamela Herrera: Okay.

1260
02:58:26.408 --> 02:58:47.770
x053_Pamela Herrera: hello, and thank you all for the opportunity to testify. Today. My name is Pamela Herrera, and I've worked in Long Island City for 3 years. I'm here today because I've seen the effects of rezonings and how they benefit private developers, displace local residents and trickle into the surrounding neighborhoods. That skyrocket our rent.

1261
02:58:48.220 --> 02:59:02.229
x053_Pamela Herrera: A couple of suggestions for the Eis, as the current plan stands, is neglecting the waterfront, which is rapidly changing due to climate change. I request that you please consider the flood zone. You'll need to remediate.

1262
02:59:02.230 --> 02:59:23.009
x053_Pamela Herrera: Currently Tf. Cornerstone apartments located in the southern part of Lic are facing flooding issues to one of their projects, due to climate change, which was granted by the city, and now will be paid for by the city and cost thousands, if not millions, to remediate the problem. As for the Fema site, the Lic waterfront is in a flood zone.

1263
02:59:23.080 --> 02:59:27.569
x053_Pamela Herrera: we urge everyone to consider the Long Island City coalition waterfront plan.

1264
02:59:27.630 --> 02:59:32.310
x053_Pamela Herrera: The Coalition's plan benefits the livelihood of local residents and businesses.

1265
02:59:32.710 --> 02:59:54.980
x053_Pamela Herrera: Currently the community is facing issues with lack of deeply affordable space alone. On this call there have been concerns about the lack of space in the current draft proposals. Local residents will not have the access to anything privately developed. Our administration cannot continue implementing rezonings that don't consider accessible space for services that can support the community.

1266
02:59:54.980 --> 03:00:13.509
x053_Pamela Herrera: whether it be with artistic space schools, grocery stores, libraries, dance studios,

food, court storage facilities, pools, and much more. The Western Queens. Community Land Trust has a project that will enhance the cultural landscape of Lic through the Queensborough people, space and Address. This lack of space.

1267
03:00:14.140 --> 03:00:23.120
x053_Pamela Herrera: This project provides an economical and resourceful solution proposed on public land that includes local low income. Residents of the community.

1268
03:00:23.660 --> 03:00:29.520
x053_Pamela Herrera: perhaps exempting the public land from this process, could ensure this land goes directly to the public

1269
03:00:30.220 --> 03:00:40.839
x053_Pamela Herrera: as well please consider deep, affordable housing before issuing residential rezonings. How will you ensure that extremely low income and low income families will be included in this proposal?

1270
03:00:41.190 --> 03:00:48.149
x053_Pamela Herrera: Keep the interest of the people at the forefront of this project, and stop allowing private developers to influence the proposal.

1271
03:00:48.200 --> 03:00:49.259
x053_Pamela Herrera: Thank you.

1272
03:00:50.570 --> 03:00:53.730
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony and for your time today.

1273
03:00:54.030 --> 03:00:56.830
Stephanie Shellooe, Director, EARD: Our next speaker is James Tack.

1274
03:00:56.840 --> 03:00:59.079
Stephanie Shellooe, Director, EARD: who I am not seeing in

1275
03:00:59.330 --> 03:01:00.450
Stephanie Shellooe, Director, EARD: the zoom.

1276
03:01:01.400 --> 03:01:02.690
Stephanie Shellooe, Director, EARD: If anyone

1277
03:01:04.700 --> 03:01:11.299
Stephanie Shellooe, Director, EARD: can confirm that so, in the absence of that speaker, we will note that and move to our next speaker.

1278
03:01:11.370 --> 03:01:20.239
Stephanie Shellooe, Director, EARD: Jen Han will promote you to panelists now, so that you can provide your remarks. The speaker will be followed by pay. All bore, followed by Pauling Sia.

1279
03:01:23.250 --> 03:01:23.980
Stephanie Shellooe, Director, EARD: Hello.

1280
03:01:24.470 --> 03:01:26.320
Stephanie Shellooe, Director, EARD: Hi! Welcome, Hi!

1281
03:01:26.620 --> 03:01:30.119
x055_Jin Han: My name is Jin Han. I moved to Lic 10 years ago.

1282
03:01:30.430 --> 03:01:32.220
x055_Jin Han: I've been resident since then.

1283
03:01:32.740 --> 03:01:35.670
x055_Jin Han: Now I'm married and expecting a baby

1284
03:01:35.910 --> 03:01:36.960
x055_Jin Han: in few months.

1285
03:01:37.710 --> 03:01:41.629
x055_Jin Han: 10 years ago, when I was single, it was easier to move

1286
03:01:41.640 --> 03:01:43.279
x055_Jin Han: one place to another.

1287
03:01:43.590 --> 03:01:48.340
x055_Jin Han: However, it became a lot harder with my wife and a baby in a room.

1288
03:01:49.490 --> 03:01:53.090
x055_Jin Han: My lease is ending soon, and we need bigger apartment.

1289
03:01:53.650 --> 03:01:56.520
x055_Jin Han: I've been searching for one and had no luck yet

1290
03:01:57.710 --> 03:01:59.990
x055_Jin Han: it is more difficult than before.

1291
03:02:00.220 --> 03:02:05.800
x055_Jin Han: Most of new apartments we saw were too small or too expensive.

1292
03:02:06.720 --> 03:02:11.150
x055_Jin Han: My wife and I used to walk the neighborhood after work every day

1293
03:02:12.440 --> 03:02:19.559
x055_Jin Han: that has become harder to do somehow, Lic gotten less and less friendly to the pedestrians.

1294
03:02:20.160 --> 03:02:24.120
x055_Jin Han: We've decided to go somewhere else instead, Midtown or Brooklyn.

1295
03:02:24.540 --> 03:02:31.559
x055_Jin Han: I believe there are problems with lic city planning. There are not enough shops, eye catching storefronts.

1296
03:02:31.620 --> 03:02:33.000
x055_Jin Han: street buffets.

1297
03:02:33.530 --> 03:02:35.330
x055_Jin Han: affordable supermarkets.

1298
03:02:35.420 --> 03:02:37.389
x055_Jin Han: pedestrian, friendly features.

1299
03:02:38.480 --> 03:02:43.690
x055_Jin Han: I also commute with city bike. I always think myself that I will.

1300
03:02:44.760 --> 03:02:47.249
x055_Jin Han: I'll be hospitalized one day

1301
03:02:47.850 --> 03:02:49.569
x055_Jin Han: because I don't feel safe

1302
03:02:49.850 --> 03:02:51.499
x055_Jin Han: riding bicycle here.

1303
03:02:52.590 --> 03:02:58.819
x055_Jin Han: I have architecture background, so I can say confidently that Lic needs more apartments

1304
03:02:58.920 --> 03:03:00.620
x055_Jin Han: with larger footprints.

1305
03:03:01.010 --> 03:03:08.119
x055_Jin Han: The zoning is restricting Lic's growth and making us live in a smaller and smaller cages.

1306
03:03:08.820 --> 03:03:12.390
x055_Jin Han: If the city finds a way to incentivize developers.

1307
03:03:12.550 --> 03:03:16.869
x055_Jin Han: to build bigger units. The area will mature better.

1308
03:03:17.670 --> 03:03:22.869
x055_Jin Han: My wife is a licensed special education teacher for early childhood.

1309
03:03:23.760 --> 03:03:26.269
x055_Jin Han: She goes to multiple schools for

1310
03:03:26.450 --> 03:03:27.310
x055_Jin Han: work.

1311
03:03:27.790 --> 03:03:34.460
x055_Jin Han: She has seen condition of Lic schools and knows how difficult it is to raise the children in this area

1312
03:03:35.180 --> 03:03:36.800
x055_Jin Han: even more than I do.

1313
03:03:37.480 --> 03:03:41.070
x055_Jin Han: She's scared and wants to move out of Li see

1314
03:03:41.780 --> 03:03:45.530
x055_Jin Han: lic needs more school and better education. Opportunity

1315
03:03:45.830 --> 03:03:47.340
x055_Jin Han: for family like us.

1316
03:03:48.350 --> 03:03:55.420
x055_Jin Han: So please include the following in the scope of the study, zoning for the greatest density available.

1317
03:03:55.910 --> 03:04:03.679
x055_Jin Han: incentivize for larger unit footprints, more bike infrastructure limit on car traffic

1318
03:04:04.080 --> 03:04:05.959
x055_Jin Han: construction of new schools.

1319
03:04:06.300 --> 03:04:10.470
x055_Jin Han: I want to raise my child in this Long Island city.

1320
03:04:10.650 --> 03:04:11.640
x055_Jin Han: I went to

1321
03:04:11.830 --> 03:04:13.220
x055_Jin Han: love this neighborhood.

1322
03:04:13.370 --> 03:04:14.040
x055_Jin Han: Thanks.

1323
03:04:15.440 --> 03:04:19.410
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony, and and for sharing your story with us.

1324
03:04:20.308 --> 03:04:23.800
Stephanie Shellooe, Director, EARD: Our next speaker is pay. All bore.

1325
03:04:24.100 --> 03:04:39.270
Stephanie Shellooe, Director, EARD: This speaker has registered via dial in, but we do not see you in the zoom room, so we will move to our next speaker, but pay all bore if you are watching via Youtube or another method. Please join the zoom at this time.

1326
03:04:39.480 --> 03:04:46.620
Stephanie Shellooe, Director, EARD: We'll move to our next speaker, Pauling Sia, followed by Muskon Manglick, followed by Jill Lopez.

1327
03:04:47.100 --> 03:04:49.670
Stephanie Shellooe, Director, EARD: Paulang Sia, you are our next speaker.

1328
03:05:15.730 --> 03:05:17.570
x057_Paoling Hsia: Okay. Hello.

1329
03:05:17.570 --> 03:05:18.283
Stephanie Shellooe, Director, EARD: Hi! Welcome!

1330
03:05:19.380 --> 03:05:20.960
x057_Paoling Hsia: Hi! Can you hear me?

1331
03:05:20.960 --> 03:05:21.980
Stephanie Shellooe, Director, EARD: Yes, we can.

1332
03:05:22.650 --> 03:05:30.839
x057_Paoling Hsia: Okay. Good afternoon. My name is Pauline Shan. I'm a business and property owner in Ibz area of Long Island City.

1333
03:05:30.880 --> 03:05:41.009
x057_Paoling Hsia: For more than 40 years. We support the plan's goal to create new housing, more jobs

and enhance lawn and cities. Mixed use character.

1334
03:05:41.040 --> 03:05:46.260
x057_Paoling Hsia: The existing IP policy aims to protect manufacturing

1335
03:05:46.620 --> 03:05:47.720
x057_Paoling Hsia: Key Street.

1336
03:05:48.080 --> 03:05:56.120
x057_Paoling Hsia: which we understand and respect. However, we needed to emphasize that housing brings in foot traffic

1337
03:05:56.160 --> 03:06:07.429
x057_Paoling Hsia: safer and cleaner street community organization, etc. Which in return boost the local economy and improve quality of life.

1338
03:06:07.920 --> 03:06:09.030
x057_Paoling Hsia: This is

1339
03:06:09.500 --> 03:06:25.879
x057_Paoling Hsia: especially true to those in Ibz area next to Queensbridge housing and the Dutchfield mixed use neighborhood where our business is located. We are small minority woman. Own business on 21st Street and 40th Avenue.

1340
03:06:26.110 --> 03:06:47.619
x057_Paoling Hsia: Our property is 100 years old, now outdated rundown, not rentable, not even habitable, to meet the sustainable green standard. We have been advised by many professionals that it is not financially feasible for any inventor and lender or investors to break ground

1341
03:06:47.670 --> 03:06:53.790
x057_Paoling Hsia: to rebuild. If the current Ibc regulations block residential units.

1342
03:06:53.870 --> 03:07:04.549
x057_Paoling Hsia: Furthermore, 21st Street has for many years become the major commercial traffic corridor serving 2 important mixed use. Neighborhood in

1343
03:07:04.630 --> 03:07:14.420
x057_Paoling Hsia: Queens Plaza North. The Ibc destination on 21st Street no longer perform its function to preserve industry and manufacture use.

1344
03:07:14.500 --> 03:07:38.809
x057_Paoling Hsia: because 21st 3 has has been redesigned to be pedestrian and commuter friendly, no longer support the tractor trailer. Moving capacity required by industry business. We feel that we currently I mean the current Ibz destination isolate us from the rest of Long Island City.

1345

03:07:39.090 --> 03:07:54.349
x057_Paoling Hsia: I respectfully request that the Dcp. Consider this feedback and explore options for including residential in Ibc as part of its rezoning effort immediately. Not 10 years from now

1346
03:07:54.370 --> 03:08:06.539
x057_Paoling Hsia: we need it to be rezone as mixed use, so that our block can fit into a neighborhood whose true character, capacity, and needs thank you so much.

1347
03:08:07.550 --> 03:08:11.409
Stephanie Shellooe, Director, EARD: Thank you. Thanks so much for your testimony and those recommendations.

1348
03:08:11.870 --> 03:08:12.380
x057_Paoling Hsia: Wow!

1349
03:08:12.380 --> 03:08:26.760
Stephanie Shellooe, Director, EARD: We will move on to our next speaker. Muskon Manglick, you're our next speaker. We'll promote you to panelists in just at this time for you to provide your testimony. The speaker will be followed by Jill Lopez, followed by Kenneth Adams.

1350
03:08:28.130 --> 03:08:29.380
x058_Muskaan Manglick: Hi! Can you hear me?

1351
03:08:29.380 --> 03:08:30.420
Stephanie Shellooe, Director, EARD: Yes, welcome.

1352
03:08:30.420 --> 03:08:35.270
x058_Muskaan Manglick: Hi, I've been working in this area for the past 7 years.

1353
03:08:35.748 --> 03:08:51.289
x058_Muskaan Manglick: Given lic's current and projected residential density. It is crucial that we expand our educational infrastructure to accommodate the growing population. To address this need we should increase the development of additional schools at all levels within our study area.

1354
03:08:51.550 --> 03:08:57.560
x058_Muskaan Manglick: Specifically, the inclusion of not only elementary schools, but also middle and high schools, is essential.

1355
03:08:57.840 --> 03:09:11.419
x058_Muskaan Manglick: This will ensure that families residing in Lic have access to quality education within the community, reducing the need for lengthy commutes and fostering a more integrated and supportive environment for our children.

1356
03:09:11.870 --> 03:09:21.320
x058_Muskaan Manglick: Secondly, we should also work on increasing the housing we should reevaluate the use of existing multi-story parking garages.

1357
03:09:21.400 --> 03:09:29.320
x058_Muskaan Manglick: converting these structures into residential units, could provide much needed housing, space and create higher residential density in the neighborhood.

1358
03:09:29.550 --> 03:09:37.720
x058_Muskaan Manglick: Recent data indicates that apartment prices have risen significantly which has placed a substantial burden on many, many families.

1359
03:09:37.930 --> 03:09:40.629
x058_Muskaan Manglick: especially those with growing children.

1360
03:09:40.810 --> 03:09:49.549
x058_Muskaan Manglick: This dramatic rise in how housing costs not only affects affordability, but also limits the availability of suitable living spaces for families

1361
03:09:49.610 --> 03:09:52.609
x058_Muskaan Manglick: will require more room as they expand.

1362
03:09:52.790 --> 03:09:56.930
x058_Muskaan Manglick: prioritize the construction of new affordable housing units that includes

1363
03:09:57.170 --> 03:09:59.720
x058_Muskaan Manglick: larger bedrooms to accommodate families.

1364
03:09:59.840 --> 03:10:05.679
x058_Muskaan Manglick: This can help alleviate overcrowding and provide a more suitable living environment for children.

1365
03:10:05.800 --> 03:10:12.590
x058_Muskaan Manglick: This approach would not only address the housing needs, but also contribute to the long-term sustainability of our community.

1366
03:10:12.780 --> 03:10:25.190
x058_Muskaan Manglick: Our community's excellent mass transit system is well suited to support increased residential density, making it an ideal time to invest in more comprehensive educational facilities and housing

1367
03:10:25.350 --> 03:10:36.190
x058_Muskaan Manglick: by focusing on these key areas, expanding our educational facilities and repurposing existing parking structures. To create more housing space, we can better support the

1368
03:10:36.210 --> 03:10:42.280
x058_Muskaan Manglick: growing number of families to create a more vibrant, sustainable Alazi. Thank you so much.

1369
03:10:43.860 --> 03:10:46.899
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony. And for your time today.

1370
03:10:47.785 --> 03:10:57.279
Stephanie Shellooe, Director, EARD: Our next speaker is Jill Lopez. Who's registered to participate via dial in via phone but we're not seeing this speaker in

1371
03:10:57.950 --> 03:11:01.880
Stephanie Shellooe, Director, EARD: in via phone. So Joe Lopez, if you are

1372
03:11:02.040 --> 03:11:04.810
Stephanie Shellooe, Director, EARD: viewing on Youtube, feel free to call in now.

1373
03:11:05.210 --> 03:11:09.230
Stephanie Shellooe, Director, EARD: our next speaker following. Joe Lopez, is Kenneth Adams.

1374
03:11:09.920 --> 03:11:13.719
Stephanie Shellooe, Director, EARD: We're not seeing Kenneth Adams in the room as well.

1375
03:11:14.294 --> 03:11:20.910
Stephanie Shellooe, Director, EARD: So we will move on to our next speaker. But of course, if these folks do join at a later time, we'll come back to them.

1376
03:11:21.855 --> 03:11:24.469
Stephanie Shellooe, Director, EARD: Our next speaker is Mira Verma.

1377
03:11:24.580 --> 03:11:27.989
Stephanie Shellooe, Director, EARD: Mira. You're our next speaker. We'll promote you to panelists now

1378
03:11:28.350 --> 03:11:33.570
Stephanie Shellooe, Director, EARD: following Mira will be Chris Sullivan and Danielle Lopresti Lee.

1379
03:11:33.960 --> 03:11:37.690
Stephanie Shellooe, Director, EARD: Mira Verma, you are our current speaker.

1380
03:12:01.640 --> 03:12:05.140
Stephanie Shellooe, Director, EARD: Amira appeared in the room, and does not appear in

1381
03:12:05.420 --> 03:12:09.590
Stephanie Shellooe, Director, EARD: the zoom at this time. We'll hold just a moment before moving on

1382
03:12:21.590 --> 03:12:24.259
Stephanie Shellooe, Director, EARD: all right. Not seeing the speaker

1383
03:12:25.890 --> 03:12:28.310
Stephanie Shellooe, Director, EARD: at this time we'll move on to our next.

1384
03:12:28.340 --> 03:12:32.400
Stephanie Shellooe, Director, EARD: But noting that we have skipped Mira Verma at this time.

1385
03:12:33.180 --> 03:12:35.539
Stephanie Shellooe, Director, EARD: our next speaker, Chris Sullivan.

1386
03:12:36.810 --> 03:12:41.949
Stephanie Shellooe, Director, EARD: followed by Danielle Lopresti Lee, followed by Jared Delane.

1387
03:12:47.300 --> 03:12:52.759
Stephanie Shellooe, Director, EARD: We are not seeing any of these 3 speakers, so just going to call out the name again

1388
03:12:53.720 --> 03:12:55.250
Stephanie Shellooe, Director, EARD: for the record.

1389
03:12:55.870 --> 03:12:57.430
Stephanie Shellooe, Director, EARD: Chris Sullivan.

1390
03:12:59.050 --> 03:13:01.360
Stephanie Shellooe, Director, EARD: Danielle Lopresti, Lee

1391
03:13:02.070 --> 03:13:03.749
Stephanie Shellooe, Director, EARD: and Jared Delane.

1392
03:13:05.070 --> 03:13:14.160
Stephanie Shellooe, Director, EARD: If you are watching through Youtube, please click into the zoom now. But we will skip you and come back. If you're able to join the Zoom at a later time.

1393
03:13:14.520 --> 03:13:17.930
Stephanie Shellooe, Director, EARD: Our next speaker, therefore, will be Dan Kent.

1394
03:13:18.390 --> 03:13:22.669
Stephanie Shellooe, Director, EARD: Dan Kent will promote you to panelists now, so that you can provide your testimony

1395
03:13:22.900 --> 03:13:25.850
Stephanie Shellooe, Director, EARD: following. Daniel Kent will be

1396

03:13:26.010 --> 03:13:27.510
Stephanie Shellooe, Director, EARD: Hoktan Bohr.

1397
03:13:40.360 --> 03:13:41.349
Stephanie Shellooe, Director, EARD: Hi! Welcome!

1398
03:13:41.810 --> 03:13:46.510
x065_Dan Kent: Hi, good afternoon, everyone thank you for the opportunity to

1399
03:13:46.680 --> 03:13:50.610
x065_Dan Kent: speak in connection with the neighborhood plan.

1400
03:13:51.026 --> 03:14:10.929
x065_Dan Kent: I am a resident of Long Island City as well as the CEO and president of lantern organization. We're a nonprofit developer and operator of permanent supportive housing and affordable housing throughout New York City, and we advocate for solutions to the root causes of the homelessness crisis. Now

1401
03:14:11.010 --> 03:14:26.650
x065_Dan Kent: New York has done an incredible job, investing in supportive housing and affordable housing, and it continues to lead the nation in the creation of these critical safety nets for people who cannot afford housing. In this city.

1402
03:14:26.820 --> 03:14:33.539
x065_Dan Kent: however, at the same time we have seen the rate of homelessness continue to Skyrocket in New York.

1403
03:14:33.540 --> 03:14:57.679
x065_Dan Kent: In fact, our rate of homelessness is 5 times greater than that of other cities, such as Chicago and Seattle. So why is that? Why does New York City have the worst homelessness and housing affordability crisis in the country, while other cities fare much better. The reason is that we have a chronic under supply of housing, including market rate housing.

1404
03:14:58.010 --> 03:15:01.559
x065_Dan Kent: New York City does not produce produce enough housing.

1405
03:15:01.890 --> 03:15:05.829
x065_Dan Kent: Currently, we are producing around 1 5th

1406
03:15:05.920 --> 03:15:10.909
x065_Dan Kent: the amount of housing of other cities, such as Seattle and Austin, Texas.

1407
03:15:11.090 --> 03:15:17.050
x065_Dan Kent: So we have a lot of work to do to increase the amount of housing in the city and prevent

1408
03:15:17.490 --> 03:15:18.840

x065_Dan Kent: homelessness.

1409
03:15:19.540 --> 03:15:28.140
x065_Dan Kent: rent burdened households, and continued displacement. So we know the root cause of displacement and homelessness is that we don't have enough housing.

1410
03:15:28.880 --> 03:15:51.460
x065_Dan Kent: The way we solve that is, by working with private developers and looking at our land use policies to find a way to increase the supply of housing. Now I applaud the initial draft of this plan because it does look to significantly increase the zone capacity for residential uses. In this area, however, there are opportunities to

1411
03:15:51.640 --> 03:16:20.349
x065_Dan Kent: significantly increase the amount in this proposal, so I would encourage Dcp. To to hear the community and listen to the many people who've spoken today about the importance of prioritizing affordability and find ways to increase the zone capacity in this plan for more residential space. That is the single most important thing we can do in order to prevent continued displacement, homelessness, and affordability challenges in this neighborhood.

1412
03:16:20.763 --> 03:16:34.009
x065_Dan Kent: In addition, please look at the city owned sites as a potential opportunity for creating deeply affordable housing and permanent supportive housing and spaces for arts and culture nonprofits in the community.

1413
03:16:34.140 --> 03:16:40.220
x065_Dan Kent: Thank you for the opportunity to testify, and I look forward to continuing to participate in the process.

1414
03:16:41.490 --> 03:16:45.420
Stephanie Shellooe, Director, EARD: Great. Thank you. Thanks for your testimony and for participating today

1415
03:16:45.670 --> 03:17:00.730
Stephanie Shellooe, Director, EARD: we do have a speaker that we skipped in the room. Now, Kenneth Adams. So we'll go back to this speaker, Kenneth Adams. You'll be promoted to Panelist at this time, so you'll be able to unmute and turn on your camera. If you wish to provide your testimony.

1416
03:17:15.970 --> 03:17:21.019
Stephanie Shellooe, Director, EARD: All right, Kenneth, we're seeing you in the Panelist column, so you should be able to unmute your microphone

1417
03:17:21.570 --> 03:17:22.609
Stephanie Shellooe, Director, EARD: at this time

1418
03:17:38.250 --> 03:17:41.610
Stephanie Shellooe, Director, EARD: we'll hold just a moment to see if they're able to unmute

1419

03:17:56.276 --> 03:18:01.479
Stephanie Shellooe, Director, EARD: our back of house folks. Are we able to invite Kenneth Adams to unmute.

1420
03:18:06.470 --> 03:18:07.559
Stephanie Shellooe, Director, EARD: There we go.

1421
03:18:12.700 --> 03:18:14.089
x060_Kenneth Adams: Hi! Can! Can you all hear me?

1422
03:18:14.090 --> 03:18:15.090
Stephanie Shellooe, Director, EARD: Yes, welcome.

1423
03:18:15.090 --> 03:18:26.509
x060_Kenneth Adams: Oh, great, thank you. Sorry for the little couple of glitches with the connection. Good afternoon. Everyone. Thanks for the opportunity to testify today. My name is Kenneth Adams. I'm the president of Laguardia

1424
03:18:26.620 --> 03:18:31.259
x060_Kenneth Adams: Community College, located at 31 10 Thompson Avenue right here in Long Island City.

1425
03:18:31.390 --> 03:18:41.059
x060_Kenneth Adams: while Laguardia is not part of the area proposed for rezoning. We're an anchor institution in Western Queens, deeply committed to the prosperity of Long Island City, to the

1426
03:18:41.230 --> 03:18:55.390
x060_Kenneth Adams: quality of life, of its residents, the success of its businesses, and the flourishing of its cultural and community organizations. You know, I want to thank the New York City Department City, planning for working rather like with our elected officials and community leaders

1427
03:18:55.630 --> 03:19:04.620
x060_Kenneth Adams: to develop the one Long Island City Neighborhood Plan. The plan represents an important opportunity to update local zoning regulations in light of the dramatic changes

1428
03:19:04.650 --> 03:19:11.130
x060_Kenneth Adams: in Long Island City in recent years, and several aspects of the plan are particularly important to Laguardia.

1429
03:19:11.330 --> 03:19:36.280
x060_Kenneth Adams: First, st I would say that while we're known, of course, as a community college, Laguardia is also a leading provider of small business assistance. For example, we've helped over 24,000 small businesses, secure over half a billion dollars in government contracts. We run an Sbdc. The Small business Development center, the Goldman Sachs, 10,000 small businesses program, and in all, we believe that support for existing and new businesses in Long Island City is critical

1430

03:19:36.290 --> 03:19:41.900
x060_Kenneth Adams: for ensuring a vibrant local economy, and we commend the plan for its commitment to that goal.

1431
03:19:42.360 --> 03:20:01.540
x060_Kenneth Adams: We support the plant's commitment to preserving and increasing the light industrial retail entertainment, cultural and office uses that are vital, vital, sorry to a sustainable live work community like Long Island City, and we're committed to working with employers local employers to ensure the local residents have the skills they need to succeed in those jobs.

1432
03:20:01.770 --> 03:20:16.919
x060_Kenneth Adams: We also support the plant's commitment to affordable housing. Unfortunately, many Laguardia students suffer from housing insecurity. Indeed, every semester we help students who are homeless or struggling to avoid homelessness with, you know, problems they have paying their rent

1433
03:20:17.080 --> 03:20:46.590
x060_Kenneth Adams: and studies have shown that housing and food insecurity are often the biggest challenges for many college students. Certainly in Cuny, often forcing them to give up their studies and derail their dreams. And so we're encouraged by the possibility that proposed zoning. Changes in the plan will lead to the construction of affordable housing, and in some cases affordable student housing. Which we desperately need for some of our, for I'm sorry for our Laguardia students and students of many other

1434
03:20:46.610 --> 03:20:48.779
x060_Kenneth Adams: Cuny colleges as well.

1435
03:20:48.800 --> 03:21:03.670
x060_Kenneth Adams: Thank you very much for the time to voice our support for the plan. We look forward to working with city planning Council member, Julie. One other elected officials, the longest city partnership, and other partners in the community to advance all of the important objectives of the plan. Thank you very much.

1436
03:21:04.370 --> 03:21:27.800
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony, and I'm glad we were able to to hear it today. Another speaker who we previously called Danielle Lopresti. Lee has also joined the Zoom, so we will invite the speaker, this registered speaker to provide their testimony at this time, so let's promote Daniel Danielle Lopresti Lee to panelists so that we can hear their remarks.

1437
03:21:39.580 --> 03:21:40.819
x063_Danielle LoPresti Lee: Hi! Can you hear me?

1438
03:21:41.240 --> 03:21:42.540
Stephanie Shellooe, Director, EARD: Yes, we can welcome.

1439
03:21:43.160 --> 03:21:55.420
x063_Danielle LoPresti Lee: Great. Thank you. Hi! My name is Daniella Presti Lee. I am a 10 plus year resident in Long Island City. I live with my husband and 2 sons. They're 7 and 11 years old.

1440

03:21:55.800 --> 03:22:10.540
x063_Danielle LoPresti Lee: The following statement is a collaborative statement from myself and Sherita allam Sherita Allam is out of the country. We are both Co. Pta Presidents at the New Hunters Point, Elementary, Ps. 384. School in Long Island City.

1441
03:22:10.710 --> 03:22:23.650
x063_Danielle LoPresti Lee: Long Island city has experienced significant growth in family populations over the last few years, and which has already led to development of additional elementary schools. However, as our children progress.

1442
03:22:23.650 --> 03:22:47.190
x063_Danielle LoPresti Lee: Our community will face a shortage of middle school and high school seats unless planning and development begins. Now we are in a neighborhood where families are increasingly choosing to stay long term and establish routes to support this. It's crucial that we have a middle and high schools available to ensure our children can continue their education locally fostering a strong stable community.

1443
03:22:47.190 --> 03:22:48.300
x063_Danielle LoPresti Lee: Thank you for your time.

1444
03:22:51.530 --> 03:22:53.580
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony.

1445
03:22:55.590 --> 03:23:03.250
Stephanie Shellooe, Director, EARD: All right. We will pick up where we left off in our speakers. Queue. So the next speaker is Hakton Bohr

1446
03:23:03.627 --> 03:23:16.130
Stephanie Shellooe, Director, EARD: who again it does not appear to be in the zoom at this time, so we will skip the speaker and come back if they're able to join. So the following speaker will be Steven Zerinsky.

1447
03:23:16.140 --> 03:23:20.769
Stephanie Shellooe, Director, EARD: Steven Zerinsky will promote you to panelists so that you're able to provide your testimony.

1448
03:23:20.780 --> 03:23:25.209
Stephanie Shellooe, Director, EARD: Following Steven. We'll hear from Yolanda Jimenez and Patrick Pavone.

1449
03:23:39.750 --> 03:23:40.700
x068_Steven Zirinsky: Is that better?

1450
03:23:40.950 --> 03:23:41.820
Stephanie Shellooe, Director, EARD: Hi! Welcome!

1451
03:23:42.020 --> 03:23:47.000
x068_Steven Zirinsky: Hi, good afternoon. Thank you. My name is Steven Zerinsky. I appreciate this

opportunity.

1452
03:23:47.240 --> 03:23:51.760
x068_Steven Zirinsky: I'm an architect. I've been here practicing in Long Island City since 92

1453
03:23:52.860 --> 03:23:56.930
x068_Steven Zirinsky: and my family's had property here since the Second World War.

1454
03:23:59.580 --> 03:24:05.190
x068_Steven Zirinsky: the a lot of interesting things I heard today. It's somewhat encouraging.

1455
03:24:06.211 --> 03:24:09.170
x068_Steven Zirinsky: I I think, the

1456
03:24:09.200 --> 03:24:15.140
x068_Steven Zirinsky: what city planning is doing is very noble, but I think it's also operating out of context, and it has to be done with overall

1457
03:24:15.300 --> 03:24:18.650
x068_Steven Zirinsky: thinking for the transit systems.

1458
03:24:19.154 --> 03:24:31.479
x068_Steven Zirinsky: How dot works, how dep works. And I think more integration is required rather than just. It feels like it's a bit of a stand alone thing. But dep

1459
03:24:33.352 --> 03:24:35.440
x068_Steven Zirinsky: What DC, and her

1460
03:24:36.190 --> 03:24:38.701
x068_Steven Zirinsky: the city of planning is doing.

1461
03:24:39.779 --> 03:24:46.480
x068_Steven Zirinsky: I I think, more transit options should be thought about, you know, perhaps the E. And the F that

1462
03:24:47.710 --> 03:25:00.499
x068_Steven Zirinsky: at Vernon another cable, a cable call going into Roosevelt Island on just in the south of the bridge. I thought it might be interesting to tap into some of the 1 billion dollar investment that's going on over there on Roosevelt Island.

1463
03:25:00.860 --> 03:25:13.310
x068_Steven Zirinsky: and also to to encourage dot or kind of tell them to not to be, not to have their stuff underneath the 59th Street Bridge, and and use that as where that wide boulevard is to use that for

1464

03:25:13.806 --> 03:25:21.633
x068_Steven Zirinsky: some kind of retail or artist shops something like that. And and there's a a number of things I think, that can be done

1465
03:25:22.760 --> 03:25:23.390
x068_Steven Zirinsky: to

1466
03:25:24.060 --> 03:25:29.070
x068_Steven Zirinsky: and improve the overall idea of what you're trying to achieve. I also think that

1467
03:25:29.120 --> 03:25:33.780
x068_Steven Zirinsky: the the doughnut shape of the far you're creating

1468
03:25:34.084 --> 03:25:45.010
x068_Steven Zirinsky: it really doesn't respond well to the concept of wide streets versus narrow streets. I think if you want to have taller buildings, it should be on a wider street rather than narrow streets, because I think it'll create some really dense situations

1469
03:25:45.200 --> 03:25:57.840
x068_Steven Zirinsky: and also sewers which have been a problem for all of the industrial buildings. Certainly since the 19 fifties hasn't gotten any better. But I think we would ask Dp. To clean the catch faces and to clean the sewers. I think that might help some.

1470
03:25:57.860 --> 03:26:09.600
x068_Steven Zirinsky: We won't solve everything, but I don't think it's a good question as to when the last time is they've actually cleaned this stuff, anyway. So that I'd like to participate further in this. I think 3 min is not enough.

1471
03:26:09.730 --> 03:26:14.600
x068_Steven Zirinsky: but that's good, and I'm glad happy to participate. Thank you.

1472
03:26:16.030 --> 03:26:31.510
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony, and of course we do. Accept written testimony of any length and we're happy to receive them. In addition to this, to verbal testimony. Thank you for for your participation.

1473
03:26:31.680 --> 03:26:54.390
Stephanie Shellooe, Director, EARD: Our next speaker, Yolanda Jimenez, and the following speaker, Patrick Pavone, neither of these speakers appear to be in the room. So again, Yolanda Jimenez or Patrick Pavone. If you are watching the Youtube, please click on the link to enter the zoom now, otherwise we will move to our next speaker, Francis Shields. Francis Shields will promote you to panelists now.

1474
03:26:54.560 --> 03:26:56.459
Stephanie Shellooe, Director, EARD: so that we can hear your testimony.

1475
03:26:59.871 --> 03:27:01.560

x071_Francis Shields: Good afternoon. Can you hear me?

1476
03:27:01.560 --> 03:27:02.490
Stephanie Shellooe, Director, EARD: Yes, welcome.

1477
03:27:03.270 --> 03:27:08.880
x071_Francis Shields: Great. Thank you so much. My name is Francis Shields. I've been a resident of Long Island City for 7 years.

1478
03:27:08.910 --> 03:27:15.220
x071_Francis Shields: I'm excited that there is a conversation about rezoning portions of Lic, and I've put together the following suggestions.

1479
03:27:15.790 --> 03:27:24.479
x071_Francis Shields: 1st would be increasing housing density. When I walk through Lic. One of the greatest disasters I see are thousands and thousands of square feet

1480
03:27:24.590 --> 03:27:27.050
x071_Francis Shields: of parking garages and parking lots.

1481
03:27:27.270 --> 03:27:35.260
x071_Francis Shields: with how the with Housing Stock Limited, particularly larger apartments like 2 and 3 bedroom apartments. I feel like we could be taking a better approach.

1482
03:27:35.730 --> 03:27:46.650
x071_Francis Shields: Lic has some of the best public transportation in the city, and instead of building more and more parking infrastructure, we should be focusing on building the highest density apartment buildings as allowed

1483
03:27:47.060 --> 03:27:58.829
x071_Francis Shields: Mayor Adams, City of yes, initiative seems to allow upzoning to R. 11 and R. 12 zoning, and we should utilize that to increase house housing, density, to take advantage of our fantastic public transportation

1484
03:27:59.020 --> 03:28:01.380
x071_Francis Shields: and increase accessibility to housing.

1485
03:28:01.890 --> 03:28:12.479
x071_Francis Shields: There should also be more 2 and 3 bedroom apartments. My partner and I plan on starting a family soon, and we're worried that there is an extremely limited amount of these apartments on the market.

1486
03:28:12.670 --> 03:28:17.510
x071_Francis Shields: and the 2 and 3 bedroom apartments that exist are very small and very expensive.

1487

03:28:17.580 --> 03:28:24.689
x071_Francis Shields: we should be encouraging developers to build larger units. Furthermore, the more 2 and 3 bedroom apartments there are in the market

1488
03:28:24.770 --> 03:28:27.370
x071_Francis Shields: the more bargaining power a tenant will have

1489
03:28:27.510 --> 03:28:35.679
x071_Francis Shields: right now. It's an issue of supply and demand. There is a limited supply and a growing demand, and that leads to prospective tenants like myself paying too much.

1490
03:28:36.490 --> 03:28:49.560
x071_Francis Shields: 3, rd I say we should increase walkability and decrease the amount of vehicles. You know. I've noticed that the streets in Long Island City, particularly near the East River area, are devoid of pedestrian activity.

1491
03:28:49.710 --> 03:28:55.159
x071_Francis Shields: There are limited 1st floor shops and retail, where there is an abundance of vehicle parking and traffic

1492
03:28:55.280 --> 03:29:03.469
x071_Francis Shields: with the fantastic public transportation options we have, we should be encourage encouraging walkability in our streets instead of a flood of vehicles.

1493
03:29:03.590 --> 03:29:12.550
x071_Francis Shields: Fewer vehicles will lead to opportunities to create more open spaces like parks, and perhaps certain streets can be designated for pedestrian and bike traffic. Only.

1494
03:29:13.070 --> 03:29:16.859
x071_Francis Shields: lastly, I'd like to expand the waterfront Park area.

1495
03:29:17.358 --> 03:29:33.780
x071_Francis Shields: You know, along the East River we have Gantry Park and Hunters Point, South Park, and those are some of the best waterfront areas in New York City we should look at expanding those park area areas from Annabelle Basin to Queensbridge. The waterfront should be enjoyed by all, and the more space the better.

1496
03:29:33.920 --> 03:29:35.060
x071_Francis Shields: Thank you so much.

1497
03:29:36.370 --> 03:29:39.409
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony and for joining us today.

1498
03:29:39.860 --> 03:29:45.860
Stephanie Shellooe, Director, EARD: Our next speakers are Janet Belden, pastor Hasan Clark, and Lewis Fole.

1499
03:29:46.630 --> 03:30:06.110
Stephanie Shellooe, Director, EARD: Janet Belden and Pastor Hassan Clark do not appear to be in the room. So we will move past these 2 speakers. But Janet Belden, Pastor Hassan Clark, please join. If you are able, we will move to our our next registered speakers, Lewis Full, Brendan, Burke, and Denise demars

1500
03:30:06.140 --> 03:30:08.030
Stephanie Shellooe, Director, EARD: Lewis full. You're our next speaker.

1501
03:30:08.050 --> 03:30:11.190
Stephanie Shellooe, Director, EARD: We'll promote you to panelists. Now for you to provide your testimony.

1502
03:30:13.460 --> 03:30:15.149
x074_Louis Pfohl: Oh, alright! Can you hear me?

1503
03:30:15.300 --> 03:30:16.250
Stephanie Shellooe, Director, EARD: Yes, welcome.

1504
03:30:16.510 --> 03:30:21.509
x074_Louis Pfohl: Alright. Thanks Hello! My name is Louis Foll, and I am part of the plaque saw family

1505
03:30:21.800 --> 03:30:29.900
x074_Louis Pfohl: over the past few decades we have witnessed and been a part of several proposals to rezone specific parts or parcels within the study area.

1506
03:30:30.350 --> 03:30:41.720
x074_Louis Pfohl: One of the common critiques that we have heard of many, if not all, of those efforts was that zoning and lic, and particularly near the waterfront, needed to be more comprehensive and holistic.

1507
03:30:42.615 --> 03:31:04.719
x074_Louis Pfohl: We just want to take this time, and therefore we commend city planning the Council member one for undertaking this study that will help ensure that any proposed rezoning is finally truly comprehensive, and will not only deliver the desperately needed housing the city needs, but also deliver the required infrastructure, investment, the creation of open space, new schools, new, local, and supportive, retail.

1508
03:31:04.750 --> 03:31:09.700
x074_Louis Pfohl: and many other amenities and benefits that our community deserves. So thank you for your time.

1509
03:31:11.760 --> 03:31:14.799
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony and for being here today.

1510
03:31:15.300 --> 03:31:29.889
Stephanie Shellooe, Director, EARD: Our next speaker is Brendan Burke Brendan. You'll be promoted to

panelists now, so that we can hear your testimony. In the meantime I will read out the next few names so that folks are able to join if they are watching Youtube, Denise Demars, Ellen Day.

1511
03:31:30.070 --> 03:31:32.599
Stephanie Shellooe, Director, EARD: Daniel Miller, and Avelin hang

1512
03:31:33.580 --> 03:31:37.640
Stephanie Shellooe, Director, EARD: Brendan Burke. We are ready for your testimony at this time.

1513
03:31:52.080 --> 03:32:01.749
Stephanie Shellooe, Director, EARD: Okay, Brendan, Burke. We're not able to promote you to hear your testimony at this time, so we'll we will move to our next speaker.

1514
03:32:03.290 --> 03:32:09.269
Stephanie Shellooe, Director, EARD: And the next few speakers that I called Denise Demars, Ellen Day.

1515
03:32:09.610 --> 03:32:15.089
Stephanie Shellooe, Director, EARD: Daniel Miller. We do not see any of these speakers in the room.

1516
03:32:16.160 --> 03:32:17.950
Stephanie Shellooe, Director, EARD: so we're just noting this.

1517
03:32:19.410 --> 03:32:22.439
Stephanie Shellooe, Director, EARD: So our next speaker will be Avlin. Hang

1518
03:32:23.700 --> 03:32:27.310
Stephanie Shellooe, Director, EARD: Christian Brennan, and Matthew Giordano

1519
03:32:27.410 --> 03:32:33.939
Stephanie Shellooe, Director, EARD: Avelin. Hang! You're our next speaker, if you can, we will promote you to panelists to hear your testimony.

1520
03:32:36.240 --> 03:32:38.139
x080_Avelyn Hang: Hi! Can you hear me?

1521
03:32:38.140 --> 03:32:39.099
Stephanie Shellooe, Director, EARD: Yes, welcome.

1522
03:32:39.540 --> 03:32:42.560
x080_Avelyn Hang: Hi, thanks. So I am.

1523
03:32:42.900 --> 03:32:48.490
x080_Avelyn Hang: I'm a city lights resident. So I actually just moved here around February.

1524
03:32:48.600 --> 03:32:51.260
x080_Avelyn Hang: However, I've been listening.

1525
03:32:51.380 --> 03:33:02.070
x080_Avelyn Hang: just trying to get to know people in the neighborhood. And I just want to know who in the city have you approached and talk about the subway, and the bus plans.

1526
03:33:02.450 --> 03:33:05.390
x080_Avelyn Hang: any particular names or titles.

1527
03:33:10.862 --> 03:33:19.580
Stephanie Shellooe, Director, EARD: We're we're here to hear the testimony. So you're you're welcome to go on on the record with any testimony or any questions that you have.

1528
03:33:19.920 --> 03:33:22.139
x080_Avelyn Hang: Okay? So my question will be more

1529
03:33:22.350 --> 03:33:27.069
x080_Avelyn Hang: more with the specifics of who have we talked to

1530
03:33:27.140 --> 03:33:30.160
x080_Avelyn Hang: with an Mta and New York City transit

1531
03:33:30.430 --> 03:33:31.175
x080_Avelyn Hang: and

1532
03:33:32.610 --> 03:33:37.040
x080_Avelyn Hang: I do work for Mta, so I can definitely

1533
03:33:37.130 --> 03:33:40.630
x080_Avelyn Hang: help with that. Because

1534
03:33:41.190 --> 03:33:59.180
x080_Avelyn Hang: I seem to say hello to the Vp. Often lately in downtown office, and whatever I can do to help, I would definitely be able to just relay the message a little bit, since I am a resident here, and I've been a Queens resident for 23 years.

1535
03:33:59.340 --> 03:34:01.760
x080_Avelyn Hang: I do know queens very well.

1536
03:34:01.770 --> 03:34:06.590
x080_Avelyn Hang: and I work in private and public sector, and I just wanna

1537

03:34:06.800 --> 03:34:08.570
x080_Avelyn Hang: make some improvements.

1538
03:34:08.750 --> 03:34:10.830
x080_Avelyn Hang: and that's all I have. Thank you.

1539
03:34:11.910 --> 03:34:14.340
Stephanie Shellooe, Director, EARD: Great. Thank you for. For your

1540
03:34:14.480 --> 03:34:19.050
Stephanie Shellooe, Director, EARD: notes and and for being here today, feel free to

1541
03:34:19.070 --> 03:34:20.870
Stephanie Shellooe, Director, EARD: email or email.

1542
03:34:21.660 --> 03:34:25.668
Stephanie Shellooe, Director, EARD: distribution list with any any further comments.

1543
03:34:26.472 --> 03:34:27.679
x080_Avelyn Hang: Just thanks a lot.

1544
03:34:28.024 --> 03:34:33.875
Stephanie Shellooe, Director, EARD: Just as a note for all of our speakers today. And anyone who submits written testimony

1545
03:34:34.390 --> 03:34:47.199
Stephanie Shellooe, Director, EARD: everything that we hear or receive in writing will be summarized and responded to in the final scope of work document, which, again, is the document that guides the preparation of the draft environmental impact statement.

1546
03:34:49.250 --> 03:34:52.129
Stephanie Shellooe, Director, EARD: All right, we will move to

1547
03:34:52.714 --> 03:34:58.520
Stephanie Shellooe, Director, EARD: our next speaker, Christian Brennan, who does not appear to be in the room.

1548
03:34:59.670 --> 03:35:02.070
Stephanie Shellooe, Director, EARD: Christian Brennan, if you

1549
03:35:02.430 --> 03:35:05.380
Stephanie Shellooe, Director, EARD: are able to join the zoom. Now, please do.

1550
03:35:05.820 --> 03:35:10.560

Stephanie Shellooe, Director, EARD: We'll note that we're skipping the speaker to move to Matthew Giordano.

1551
03:35:10.570 --> 03:35:13.409
Stephanie Shellooe, Director, EARD: so we'll promote this speaker to hear their testimony.

1552
03:35:13.480 --> 03:35:21.490
Stephanie Shellooe, Director, EARD: Matthew Giordano will be followed by Kenneth Abrontes, to be followed by Elizabeth

1553
03:35:23.380 --> 03:35:25.860
Stephanie Shellooe, Director, EARD: Matthew Giordano. We will.

1554
03:35:26.380 --> 03:35:28.499
Stephanie Shellooe, Director, EARD: We're ready for your testimony now.

1555
03:35:45.260 --> 03:35:52.950
Stephanie Shellooe, Director, EARD: just waiting for our for our back of House to confirm. We do see the Speaker in the room, but we may be having technical issues.

1556
03:35:59.920 --> 03:36:08.938
Stephanie Shellooe, Director, EARD: all right. It appears we're not able to promote this speaker. So we will note that they're being spec skipped and come back if we're able to

1557
03:36:09.390 --> 03:36:11.557
Stephanie Shellooe, Director, EARD: resolve those issues.

1558
03:36:13.220 --> 03:36:17.139
Stephanie Shellooe, Director, EARD: Following Matthew Giordano, we have Kenneth abrontes

1559
03:36:18.140 --> 03:36:22.100
Stephanie Shellooe, Director, EARD: Kenneth abrontes. We do not see this speaker in the room

1560
03:36:25.510 --> 03:36:30.770
Stephanie Shellooe, Director, EARD: at this time, so we'll move to our next speaker, Elizabeth, as Asetuno.

1561
03:36:31.180 --> 03:36:35.620
Stephanie Shellooe, Director, EARD: I will promote you to panelists, and you'll be able to provide your testimony. At this time.

1562
03:36:37.970 --> 03:36:42.329
Stephanie Shellooe, Director, EARD: Elizabeth will be followed by Crystal Hernandez and Jess D.

1563
03:36:43.480 --> 03:36:45.390

Stephanie Shellooe, Director, EARD: And Donald Cogdal.

1564
03:36:57.930 --> 03:36:58.630
x084_Elizabeth Aceituno: Hello!

1565
03:36:58.980 --> 03:36:59.570
Stephanie Shellooe, Director, EARD: Hi! Welcome!

1566
03:36:59.570 --> 03:37:01.259
x084_Elizabeth Aceituno: Oh, thank you, I didn't.

1567
03:37:01.530 --> 03:37:08.470
x084_Elizabeth Aceituno: and thank you. So my name is Elizabeth Asytono, and I've been a resident of Long Island City for over 20 years.

1568
03:37:08.550 --> 03:37:15.629
x084_Elizabeth Aceituno: and I am also speaking on my behalf, but also on the behalf of 2 environmental nonprofit organizations, are active

1569
03:37:15.700 --> 03:37:18.659
x084_Elizabeth Aceituno: in in the neighborhood, at least until recently.

1570
03:37:19.100 --> 03:37:43.029
x084_Elizabeth Aceituno: I have several comments, so I will go through them. The 1st one is I. I want to reiterate that hosting this meeting in the middle of the summer in the middle of the working day, just adds to the opacity of this process. We only heard from 2 Community Board 2 members, one of whom didn't even want to speak on behalf of the Cb. 2 for for good reason, and that just shows how disturbing it is to hold this meeting during the recess.

1571
03:37:43.060 --> 03:37:46.590
x084_Elizabeth Aceituno: their time for commenting definitely needs to be extended.

1572
03:37:46.950 --> 03:38:04.970
x084_Elizabeth Aceituno: Secondly, also on the process. We have been told that we will have a Town Hall style in person meeting, when we can actually talk to each other and discuss and not just submit individual testimony without even knowing who's in the room, and this has not been scheduled, as far as I know, so I hope that will happen also.

1573
03:38:05.780 --> 03:38:30.450
x084_Elizabeth Aceituno: Thirdly, as others have said, a plan that relies only on rezoning without guaranteeing vast numbers of deeply affordable housing units, green spaces, transportation, educational and cultural infrastructures that satisfies the needs of existing and potential new community members is not acceptable. This plan has to be much more comprehensive and specific than it has been so far telling us that we you've heard

1574
03:38:30.450 --> 03:38:43.259

x084_Elizabeth Aceituno: or we've you've heard us, or you have read or post. It is not enough. A true development plan that outlines the changes that many of one of us want needs to be co-developed with the community

1575
03:38:43.550 --> 03:38:48.219
x084_Elizabeth Aceituno: and presented in a more transparent way. This process cannot be rushed.

1576
03:38:48.700 --> 03:39:11.880
x084_Elizabeth Aceituno: 4, th regarding the topic at hand today on the scope of work of the environmental impact statement. I have not had a chance to review it thoroughly, but I would question a few things first.st Why is the assessment period only 10 years. The changes proposed will affect the area for many more years than that, and the changes that were initiated 15 years ago in this neighborhood should yield some lessons to learn from.

1577
03:39:11.980 --> 03:39:36.320
x084_Elizabeth Aceituno: I also didn't see that this work will analyze how this plan will align with New York city's net 0 2,050 goal, which is another reason to expand the timeline. I didn't see anything about how climate change adaptation will be explicitly considered, which, of course, includes resiliency, but also creative thinking, like developing green infrastructure, which is something someone else mentioned.

1578
03:39:36.710 --> 03:39:49.019
x084_Elizabeth Aceituno: I I hope that findings from the environmental impact statement will be presented transparently and in a way that doesn't require an engineering degree, so that the community can understand them and continue to provide their views.

1579
03:39:49.610 --> 03:40:01.949
x084_Elizabeth Aceituno: and finally, just very quickly, I'd like to call for the reinstatement of big Reuse composting site under Queen Bridge, the Queensboro Bridge.

1580
03:40:01.970 --> 03:40:04.160
x084_Elizabeth Aceituno: and I'm done. Thank you.

1581
03:40:04.360 --> 03:40:07.600
Stephanie Shellooe, Director, EARD: Thank you. Thanks so much for your testimony, and for being here.

1582
03:40:07.800 --> 03:40:08.999
Stephanie Shellooe, Director, EARD: We appreciate it

1583
03:40:10.860 --> 03:40:23.189
Stephanie Shellooe, Director, EARD: all right. Our next speaker, Crystal Hernandez, just see neither of these 2 speakers appear in the room, so we will note that we're skipping these speakers. If they're able to join, we will come back to them

1584
03:40:23.360 --> 03:40:31.859
Stephanie Shellooe, Director, EARD: Crystal Hernandez and Jesse, our next speaker, following. That is Donald Cogdal, followed by Leonard Clipper, followed by Andrew, till

1585
03:40:31.960 --> 03:40:36.189
Stephanie Shellooe, Director, EARD: Donald Cogdal. You're our next speaker. We'll promote you now to hear your testimony.

1586
03:40:45.330 --> 03:40:46.040
x087_Donal Cogdell: Hello!

1587
03:40:46.430 --> 03:40:47.290
Stephanie Shellooe, Director, EARD: Hi! Welcome!

1588
03:40:49.720 --> 03:40:50.300
x087_Donal Cogdell: Greetings.

1589
03:40:52.270 --> 03:40:53.536
x087_Donal Cogdell: Yeah, I

1590
03:40:54.590 --> 03:40:56.070
x087_Donal Cogdell: thank you for this time.

1591
03:40:56.630 --> 03:40:58.240
x087_Donal Cogdell: I just wanted to

1592
03:40:58.750 --> 03:41:01.770
x087_Donal Cogdell: testify. I understand that

1593
03:41:01.950 --> 03:41:07.900
x087_Donal Cogdell: the words and the languages of the language of comprehensive community plan has been thrown around.

1594
03:41:09.380 --> 03:41:10.280
x087_Donal Cogdell: And

1595
03:41:10.310 --> 03:41:11.760
x087_Donal Cogdell: I think that

1596
03:41:13.810 --> 03:41:17.359
x087_Donal Cogdell: talk about comprehensive community. I think one

1597
03:41:17.820 --> 03:41:24.299
x087_Donal Cogdell: awareness is key. Right? Does the is the community aware? Is the community informed.

1598
03:41:24.820 --> 03:41:28.190

x087_Donal Cogdell: and I think that there hasn't been

1599
03:41:29.308 --> 03:41:32.840
x087_Donal Cogdell: stronger effort to inform the community.

1600
03:41:33.745 --> 03:41:38.980
x087_Donal Cogdell: And even now this time has been inconvenience for many people.

1601
03:41:40.110 --> 03:41:42.530
x087_Donal Cogdell: to to come on. Now, Tom.

1602
03:41:42.710 --> 03:41:43.989
x087_Donal Cogdell: I'm in

1603
03:41:44.050 --> 03:41:55.410
x087_Donal Cogdell: other, you know, workers on vacation, and so that you know that has been an issue for many people. So awareness is very important when you want to involve the community. And you know. And just.

1604
03:41:55.600 --> 03:42:01.510
x087_Donal Cogdell: you know, working with other organizations. We asked them, do you do you know about the one Lc plan?

1605
03:42:01.800 --> 03:42:04.249
x087_Donal Cogdell: And a lot of people didn't don't know.

1606
03:42:04.480 --> 03:42:11.810
x087_Donal Cogdell: So I I just think there needs to be stronger effort. And we need to see the evidence of how the community's input is being

1607
03:42:11.870 --> 03:42:16.760
x087_Donal Cogdell: is shaping this plan, you know, because when I've I've been to the meetings.

1608
03:42:16.960 --> 03:42:20.310
x087_Donal Cogdell: and it just seems like a regular developer's plan.

1609
03:42:20.979 --> 03:42:25.810
x087_Donal Cogdell: And and those words, community comprehensive seem to be very empty.

1610
03:42:26.447 --> 03:42:37.899
x087_Donal Cogdell: And I you know I'm Director of justice at Hope Astoria Church. So we really believe that there should be affordable house, deeply affordable housing for everybody, and from what I see.

1611
03:42:39.490 --> 03:42:41.020

x087_Donal Cogdell: you know, this is just

1612
03:42:41.140 --> 03:42:42.849
x087_Donal Cogdell: luxury. House

1613
03:42:42.970 --> 03:42:50.830
x087_Donal Cogdell: thing with standard amount. Think that is, for the community with as great as rent burden is as great as displacement is.

1614
03:42:51.454 --> 03:42:54.579
x087_Donal Cogdell: There needs to be a greater investment in the working class.

1615
03:42:55.650 --> 03:42:59.659
x087_Donal Cogdell: I think that's very important. I hear a lot of concerns about their environment

1616
03:42:59.910 --> 03:43:03.620
x087_Donal Cogdell: and flooding from my friends there.

1617
03:43:04.171 --> 03:43:08.920
x087_Donal Cogdell: Yeah, I I think it's very important that the community's input

1618
03:43:09.330 --> 03:43:26.510
x087_Donal Cogdell: be involved. And you guys to show how you're actually listening to the community and how it's shaping the plan. If you don't show that it's hard to believe it. So we just ask for greater effort in that and greater effort for

1619
03:43:27.085 --> 03:43:31.109
x087_Donal Cogdell: greater awareness of the community that some of the dollars be

1620
03:43:31.539 --> 03:43:38.249
x087_Donal Cogdell: used to raise great awareness for Queensbridge for Lic, that people really know about this plan.

1621
03:43:39.630 --> 03:43:42.250
x087_Donal Cogdell: yeah, thank you for your time. I appreciate it.

1622
03:43:44.030 --> 03:43:47.920
Stephanie Shellooe, Director, EARD: Thank you. We do appreciate your time and thanks for raising these important issues.

1623
03:43:49.590 --> 03:44:09.099
Stephanie Shellooe, Director, EARD: Right? Our next speakers, Leonard Clipper and Andrew, till do not appear to be in the zoom, so of course, if these folks are able to join the zoom, we will note this for the record and come back to them. Leonard Clipper, and Andrew, till our next speaker is Moses Gates.

1624
03:44:09.210 --> 03:44:13.579
Stephanie Shellooe, Director, EARD: Moses Gates. We will promote you to panelists so that you're able to provide your testimony.

1625
03:44:20.310 --> 03:44:27.110
x090_Moses Gates: 1st of all, I'm going to bless all of your long days with an adorable baby with me just for fun.

1626
03:44:27.899 --> 03:44:40.350
x090_Moses Gates: I would like to testify in support of the Long Island City Community plan. My name is Moses Gates. I'm Vice President of Housing and Community Development at the Regional Plan Association.

1627
03:44:40.774 --> 03:45:08.039
x090_Moses Gates: I'd like to praise the comprehensiveness of this plan as well as its focus on producing more housing throughout the throughout the district. I do. I do want to stress that this needs to be one part of a comprehensive city, wide plan and comprehensive city, wide approach, and that other neighborhoods which have not produced as much housing as Long Island City in the past, you know, also need to be focused on

1628
03:45:08.465 --> 03:45:30.150
x090_Moses Gates: in this way. A few things that I would like to comment on, most of which, have been repeated by previous previous speakers. The 1st is the need to extend the G. The geography of the plan, in addition to having more area that could potentially produce more housing, I think it's important to, as as the Bishop said.

1629
03:45:30.230 --> 03:45:57.139
x090_Moses Gates: get the Queensbridge houses, and also Queensbridge Park within the scope of the plan, so that ideas for using development rights in a way which can bring more revenue into into Queensbridge houses. Is a possibility. I also think that the scope, the geographical scope, should be extended to include the entirety of the underpass of the Queensborough Bridge all the way out to Sunnyside yards.

1630
03:45:57.190 --> 03:46:09.109
x090_Moses Gates: as many speakers have pointed out. That's a dreadfully designed place, currently, and not having the entirety of it in the scope. I think I worry precludes the ability to do a comprehensive redesign of it.

1631
03:46:09.210 --> 03:46:16.930
x090_Moses Gates: and in addition, I think that the the entrances to the 3 subway stations. You know the F. At Queensbridge.

1632
03:46:16.940 --> 03:46:22.210
x090_Moses Gates: the NW. 7 train and the the Queens Boulevard line.

1633
03:46:22.370 --> 03:46:34.480
x090_Moses Gates: The entrances should also be brought in with the scope, even though Mta is another animal. The idea, the ability to at least give ideas on how to rethink those and improve. Those, I think, are very important.

1634
03:46:34.520 --> 03:46:42.169
x090_Moses Gates: Another point I would make is that this plan should not foreclose the possibility of expanding hotel capacity.

1635
03:46:42.665 --> 03:47:10.810
x090_Moses Gates: We are going to be entering the largest event since the 1964 65 World's Fair in 2 years, and we are dreadfully and woefully under resourced in terms of hotel hotel capacity in the region. I'm referring to the World Cup in 2026, and with airbnb restrictions and with new hotels being extremely difficult to build. You know this is something else that should be within the scope of the

1636
03:47:10.900 --> 03:47:30.210
x090_Moses Gates: of the Long Island Community plan. But overall, I want to commend the administration, and I want to encourage their continuing focus on especially affordable housing. The use of vacant city owned lands for affordable housing in particular, and the dedication to housing growth overall through this. Thank you.

1637
03:47:31.080 --> 03:47:36.504
Stephanie Shellooe, Director, EARD: Great. Thank you right on time, and we love to see young people getting involved in the planning process.

1638
03:47:36.820 --> 03:47:52.269
Stephanie Shellooe, Director, EARD: Thanks for your comments. We now are joined by a speaker that we had previously skipped Chris Sullivan. So, Chris Sullivan, we are coming back to you as a registered speaker, so we'll promote Chris Sullivan now at this time for them to provide their testimony.

1639
03:47:52.310 --> 03:48:01.229
Stephanie Shellooe, Director, EARD: Following Chris, we'll go back to where we were in the speakers. Queue Patty, Mckee, Correzia Baton and Leo Gutman being the next few speakers.

1640
03:48:09.580 --> 03:48:12.599
Stephanie Shellooe, Director, EARD: If we're able to promote Chris Sullivan

1641
03:48:13.530 --> 03:48:15.090
Stephanie Shellooe, Director, EARD: at this time.

1642
03:48:17.090 --> 03:48:38.480
Stephanie Shellooe, Director, EARD: all right, it appears we are are not able to promote crystal. And so we'll we'll try to troubleshoot that in the background, and move to our next speaker, Patty Mckee, Patty Mckee will promote you to panelists so that you're able to provide your testimony again. Our next few speakers are going to be Coreyzia, Baton, Leo Gutman, and Marlene Dodes Callahan.

1643
03:48:53.200 --> 03:48:53.710
x062_Chris Sullivan: So.

1644
03:48:53.975 --> 03:49:00.080

Stephanie Shellooe, Director, EARD: It does appear we have Chris Sullivan and Panelist. Chris, if you're able to provide your testimony, you're you're our speaker now.

1645
03:49:00.080 --> 03:49:01.909
x062_Chris Sullivan: My apologies. Can you hear me now?

1646
03:49:01.910 --> 03:49:03.290
Stephanie Shellooe, Director, EARD: Yes, yes, welcome.

1647
03:49:03.290 --> 03:49:17.080
x062_Chris Sullivan: Okay, my wife and 2 kids and I have lived in Long Island City for 8 years. We currently live at the Avalon Riverview Riverview Building. Prior to that we lived at 4,705 Center Boulevard, and then the Max 1 million.

1648
03:49:17.110 --> 03:49:23.739
x062_Chris Sullivan: My daughter will start kindergarten at PS. 384 in the fall. My son will be at little ones on 5th Avenue

1649
03:49:23.960 --> 03:49:30.060
x062_Chris Sullivan: over my time. Here I've encountered several constraints. I believe this rezoning process can help solve.

1650
03:49:30.290 --> 03:49:53.399
x062_Chris Sullivan: This area needs more school seats, and it needs apartments big enough for families. The scarcity of 2 and 3 bedroom units almost makes it seem like Long Island cities, only cater to lives and lifestyles that can fit in studios and one bedrooms. Even when there is an available 2 or 3 bedroom apartment. They're barely large enough to fit a growing family. I found that

1651
03:49:53.910 --> 03:50:11.470
x062_Chris Sullivan: many of the people in the neighborhood that we know. Once they have a second child, they tend to move to the suburbs. At this point we see many of our friends and many of our children's friends move out of the neighborhood. It's probably the one thing I feel most guilty about living in Long Island City is when my kids get sad and upset when their friends move away.

1652
03:50:11.860 --> 03:50:37.499
x062_Chris Sullivan: Finding school space is also a source of stress for many growing families in a neighborhood. I know many parents whose children did not get into Ps. 78, or 384. Luckily my daughter was accepted. However, I've been told that her lunch will start at 1030 am. Due to lack of space in the cafeteria. I would encourage all school space in new buildings, be exempt from far calculations to encourage more schools to be built in the neighborhood.

1653
03:50:37.630 --> 03:50:42.549
x062_Chris Sullivan: We need larger schools of all levels, elementary, middle, and high school.

1654
03:50:44.060 --> 03:50:52.069
x062_Chris Sullivan: I encourage Dcp. To do everything in their power to facilitate larger apartments and more school seats.

1655
03:50:52.370 --> 03:51:04.560
x062_Chris Sullivan: Finally, please do not allow what is present on the waterfront to become characteristic of Lac at large the parking garages with no 1st floor retail, have taken up all the street frontage.

1656
03:51:04.740 --> 03:51:10.640
x062_Chris Sullivan: It leaves long stretches of largely desolate and deactivated streetscapes.

1657
03:51:11.010 --> 03:51:18.440
x062_Chris Sullivan: kindly foster more street-level retail that is accessible to the public, not just residents. The area needs more retail.

1658
03:51:18.550 --> 03:51:30.440
x062_Chris Sullivan: These changes will facilitate more people living in this transit. Rich area allow more families like mine to live here long. Term in a rich area for generations. Thank you so much.

1659
03:51:31.493 --> 03:51:31.940
x062_Chris Sullivan: Thank you.

1660
03:51:31.940 --> 03:51:36.319
Stephanie Shellooe, Director, EARD: Thanks for your testimony and for us sticking it out with us here.

1661
03:51:37.050 --> 03:51:37.649
x062_Chris Sullivan: And we.

1662
03:51:37.650 --> 03:51:42.029
Stephanie Shellooe, Director, EARD: Yeah, we'll now continue with our speakers. Queue, Patty Mckee. You're our next speaker.

1663
03:51:42.060 --> 03:51:44.000
Stephanie Shellooe, Director, EARD: We'll promote you to panelists. Now.

1664
03:51:44.480 --> 03:51:50.329
Stephanie Shellooe, Director, EARD: Hattie will be followed by Caracia baton Leo Gutman, Marlene Dodes, Callahan.

1665
03:52:13.200 --> 03:52:14.270
Stephanie Shellooe, Director, EARD: Hi! Welcome!

1666
03:52:20.320 --> 03:52:25.479
Stephanie Shellooe, Director, EARD: We can see you, but we're not able to hear you, but it is showing that you are unmuted.

1667
03:52:28.310 --> 03:52:30.299

Stephanie Shellooe, Director, EARD: Gonna try speaking again.

1668
03:52:34.700 --> 03:52:37.260
Stephanie Shellooe, Director, EARD: Are others hearing the speaker?

1669
03:52:37.990 --> 03:52:38.750
Stephanie Shellooe, Director, EARD: Okay.

1670
03:52:47.690 --> 03:52:49.400
Stephanie Shellooe, Director, EARD: there may be an issue with

1671
03:52:50.130 --> 03:52:53.589
Stephanie Shellooe, Director, EARD: microphone on your end. We're not able to hear you.

1672
03:52:56.320 --> 03:52:57.289
x091_Patty McKee: Can you hear me now?

1673
03:52:57.530 --> 03:52:58.210
Stephanie Shellooe, Director, EARD: Yes.

1674
03:52:59.300 --> 03:53:08.351
x091_Patty McKee: Okay? Yeah. I just took my headphones off so hopefully, hopefully, you can. This is a decent audio. Thanks for sticking with me so.

1675
03:53:09.610 --> 03:53:14.860
x091_Patty McKee: good evening. My name is Patty Mckee, and I'm the senior manager of planning design at the Waterfront Alliance.

1676
03:53:15.030 --> 03:53:23.029
x091_Patty McKee: Waterfront Alliance is the leader in waterfront revitalization, climate, resilience and advocacy for the New York and New Jersey Harbour region.

1677
03:53:23.190 --> 03:53:28.929
x091_Patty McKee: And we've heard a lot today about the need for climate resiliency along the waterfront and

1678
03:53:29.220 --> 03:53:39.559
x091_Patty McKee: in the region. So and we at Waterfront Alliance are committed to sustainability and to mitigating the effects of climate change across the regions hundreds of miles of waterfront.

1679
03:53:39.860 --> 03:53:56.449
x091_Patty McKee: We are a leading policy advocate on climate, resilience, and public access to the waterfront, and we also educate students across the city on ecology and water quality. We're also developing. Or we have developed and operate the waterfront edge design guidelines otherwise known as wedge

1680
03:53:56.580 --> 03:54:00.139
x091_Patty McKee: a program for promoting innovation in climate design.

1681
03:54:00.350 --> 03:54:08.889
x091_Patty McKee: So we'd like to thank the New York City Department of Department of City Planning and Council Member Julie, one for the opportunity to testify today and present these recommendations.

1682
03:54:10.830 --> 03:54:33.140
x091_Patty McKee: So, as we all know, hunters point north is a unique neighborhood that's built within a beautiful regional landscape, with a long history and diverse uses over time that help shape the waterfront that we see today. So we at Waterfront Alliance believe that the waterfront should be the flagship space of this community. Which we're hearing from others as well. Where these stories can best be revealed.

1683
03:54:33.240 --> 03:54:46.960
x091_Patty McKee: So Hunters point south, which was among the 1st projects in New York City to earn approval through wedge or waterfront design edge design guidelines program is an incredible example of what this neighborhood can do with this waterfront as well.

1684
03:54:47.700 --> 03:54:58.599
x091_Patty McKee: So why wedge wedge nationally is the gold standard for waterfront development, and it was developed by multidisciplinary experts in engineering, biology, planning, landscape, architecture, and other fields.

1685
03:54:58.620 --> 03:55:06.230
x091_Patty McKee: We strongly believe that each project within the hunters point North Vision Plan should be designed to the high standards established in wedge.

1686
03:55:06.260 --> 03:55:14.160
x091_Patty McKee: In meeting these standards, community members can be assured that each project will be reaching its highest level in helping achieve community goals and more

1687
03:55:15.120 --> 03:55:29.230
x091_Patty McKee: so the waterfront Alliance defers to the local community on land, use preferences, and we know that those preferences again, as we're hearing today, are broad, and having engaged with both Dcp. And the Lse Coalition Coalition in the past.

1688
03:55:29.400 --> 03:55:37.579
x091_Patty McKee: What the wedge rating system will do is provide 3rd 3rd party validation of the projects that hear us to feedback in the community engagement.

1689
03:55:37.800 --> 03:55:48.619
x091_Patty McKee: so each project would undergo a comprehensive review, led by waterfront, alliance staff and train reviewers to assess the resilience, ecology and access on every site along the waterfront.

1690
03:55:49.490 --> 03:56:02.400

x091_Patty McKee: So in closing our waterfronts are one of the greatest city's assets, as we know, waterfronts are where New Yorkers go for recreation and solace, and importantly, they are the 1st line of defense against sea level rise and flooding.

1691
03:56:02.700 --> 03:56:20.220
x091_Patty McKee: so we strongly encourage that any project along the hunters point north waterfront, be built to wedge guidelines and standards, and also just wanted to note the potential for connecting these future resilient waterfronts of Hunters Point, together with Hunters Point, South Queensbridge Park, and other waterfronts in Astoria.

1692
03:56:20.220 --> 03:56:21.629
Stephanie Shellooe, Director, EARD: Thank you for your time.

1693
03:56:21.840 --> 03:56:22.510
x091_Patty McKee: So.

1694
03:56:23.110 --> 03:56:36.600
Stephanie Shellooe, Director, EARD: Please we. We encourage you to submit your written testimony so that we can be respectful of everyone's time, and and continue to hear your full testimony. We appreciate you being here, and thanks for the working through our technical challenges.

1695
03:56:36.690 --> 03:56:43.119
Stephanie Shellooe, Director, EARD: Our next speaker is Carrasia Baton, followed by Leo Gutman, followed by Marlene Dodes-callaghan.

1696
03:56:43.490 --> 03:56:45.180
Stephanie Shellooe, Director, EARD: Crazy up.

1697
03:56:45.340 --> 03:56:48.490
Stephanie Shellooe, Director, EARD: baton! You are our next speaker, so we'll promote you. Now.

1698
03:56:50.430 --> 03:56:51.590
Stephanie Shellooe, Director, EARD: Hi! Welcome.

1699
03:56:51.770 --> 03:56:52.950
x092_Karesia Batan: Hi! Can you hear me?

1700
03:56:52.950 --> 03:56:53.740
Stephanie Shellooe, Director, EARD: Yes.

1701
03:56:53.740 --> 03:56:56.340
x092_Karesia Batan: I can't see myself. Is that normal.

1702
03:56:57.520 --> 03:56:58.939
Stephanie Shellooe, Director, EARD: We can see you.

1703
03:56:58.940 --> 03:57:01.169
x092_Karesia Batan: Okay, great. I just wanted to make sure that was working.

1704
03:57:02.750 --> 03:57:30.980
x092_Karesia Batan: Okay, thank you. Hello. Everyone nice to see so many of my neighbors and community colleagues. My name is Karisha Batan. I serve on our community board, too. I chair the Arts and Culture Committee, and I work heavily in our outdoor public space. For the past 11 years in Long Island City as the founding executive director of the Queensboro Dance Festival, and I also serve on the Board of the Design Trust for public space.

1705
03:57:31.456 --> 03:57:58.559
x092_Karesia Batan: I do want to state, first, st that I strongly agree with the previous comments regarding our need for infrastructure and for deeply affordable housing to allow growth for families. And just to be clear. For example, in my scenario, $2,500 is not affordable for a 2 bedroom for a young growing family of 4. I now have 2 young children, and we are both working 2 full time jobs.

1706
03:57:58.560 --> 03:58:08.926
x092_Karesia Batan: and one of which is a city job for DOE, and we still cannot afford a 2 bedroom in this area. So that is a problem.

1707
03:58:10.190 --> 03:58:11.130
x092_Karesia Batan: however.

1708
03:58:11.230 --> 03:58:28.790
x092_Karesia Batan: I am submitting commentary focused on arts and culture, which is an undeniable characteristic of this neighborhood. I thank our Council member, Julie, one and the other elected officials for recognizing and supporting our call for the preservation of arts and culture in our district and for responsible community led development.

1709
03:58:28.820 --> 03:58:35.199
x092_Karesia Batan: So for almost the past 20 years I've been in this district. I've been on Community Board 2 for the past 8 years.

1710
03:58:35.250 --> 03:58:58.939
x092_Karesia Batan: and whenever there is new development in this neighborhood. The most probable impact is the pricing out and the erasure of artists and arts organizations in our area, as well as empty promises for affordable housing and community public space. This has led to ongoing distrust that artists and organizations have had in development as well as distrust in this rezoning process in general.

1711
03:58:59.030 --> 03:59:14.879
x092_Karesia Batan: So I urge, as this process continues, that development projects recognize the too often missed opportunity to work with the creative arts, organizations that will simultaneously preserve and support the cultural landscape here that developers clearly see is a valuable amenity.

1712
03:59:15.060 --> 03:59:30.579
x092_Karesia Batan: Public private relationships are already successfully modeled here and actively

demonstrate mutually beneficial. Impact. So this is proven possible and sustainable. This looks as simple as permanent public art space which often doubles as open space

1713
03:59:30.580 --> 03:59:54.210
x092_Karesia Batan: murals, commissioning artists for artwork designs in their development projects. The city should require every development project proposed to have a legally binding arts and culture plan to even be eligible, to develop here. This needs to be incentivized by the city. We have long overdue for long term investment in arts and culture, and this will benefit both development and arts. Industries. Thank you.

1714
03:59:55.270 --> 03:59:58.800
Stephanie Shellooe, Director, EARD: Thank you. Thank you for your testimony and for sharing your story.

1715
03:59:58.950 --> 04:00:08.690
Stephanie Shellooe, Director, EARD: We appreciate your your time today. Our next speaker is Leo Gutman, followed by Marlene Dodes Callahan, followed by Patricia Dunphy.

1716
04:00:08.850 --> 04:00:14.399
Stephanie Shellooe, Director, EARD: Leo Gutman. You are our next speaker. We'll promote you now, so that you're able to provide your testimony.

1717
04:00:19.190 --> 04:00:20.070
x093_Leo Guttmann: Oh!

1718
04:00:20.440 --> 04:00:21.340
Stephanie Shellooe, Director, EARD: Hi! Welcome!

1719
04:00:21.830 --> 04:00:22.645
x093_Leo Guttmann: It's

1720
04:00:28.660 --> 04:00:40.530
x093_Leo Guttmann: Okay. Now, I should be unmuted. Okay. Hello. I'm Leo Gutman. I'm I live just outside of the outside the area in Port Square in Community District 2.

1721
04:00:41.091 --> 04:00:43.598
x093_Leo Guttmann: And I'd like to testify

1722
04:00:44.250 --> 04:00:54.040
x093_Leo Guttmann: to say I'm hopeful for this plan. I'm excited about most aspects of it, and hope to see aspects of it get even better. In particular.

1723
04:00:54.525 --> 04:01:09.144
x093_Leo Guttmann: I think the you know, greatest issue facing you know this area. But city general, when it comes to planning, is a lack of overall housing supply at all unit sizes and all affordability levels.

1724
04:01:09.840 --> 04:01:15.899

x093_Leo Guttmann: and so I'd like to echo some speakers who went earlier and said, you know

1725
04:01:16.706 --> 04:01:25.983
x093_Leo Guttmann: hopes to be able to look into even in the ivz whether there's any opportunity for mixed use there. I would say that.

1726
04:01:26.600 --> 04:01:45.359
x093_Leo Guttmann: you know, I think, like industrial and residential and other mixed uses are totally compatible. That also goes for other parts of study area, like just west of the Ibz, where I think early versions of the the map looks like they would add more residential and current version does not.

1727
04:01:46.210 --> 04:02:04.049
x093_Leo Guttmann: So yeah, I'm excited for things like, you know, new waterfront access and connecting areas that weren't affected before, and you know a better space to be a pedestrian or cyclist. But overall, I mean, feedback is just as much housing as possible, please, at all portability levels.

1728
04:02:04.440 --> 04:02:05.600
x093_Leo Guttmann: Thank you.

1729
04:02:07.080 --> 04:02:11.610
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your testimony and for your participation in this process.

1730
04:02:12.050 --> 04:02:26.049
Stephanie Shellooe, Director, EARD: Our next speaker, Marlene Dodes Callahan, does not appear to be in the zoom. So we will note the speaker, Marlene Dodes Callahan is not present, so we will move on to our next speaker, Patricia Dunphy.

1731
04:02:26.580 --> 04:02:39.209
Stephanie Shellooe, Director, EARD: Patricia. We will promote you now, so that you're able to provide your testimony. I'll call the next few names. If anyone is watching on Youtube and wants to click over to the zoom following. Patricia. We'll have Rachel Suna bricked out

1732
04:02:40.080 --> 04:02:42.820
Stephanie Shellooe, Director, EARD: David Drimer, and Will Wong

1733
04:02:46.777 --> 04:02:48.930
Stephanie Shellooe, Director, EARD: Patricia. We are ready for your testimony.

1734
04:02:48.930 --> 04:02:51.279
x095_Patricia Dunphy: Hi, good afternoon. Thank you.

1735
04:02:51.948 --> 04:02:58.889
x095_Patricia Dunphy: Just want to say that I appreciate Councilwoman Juan's efforts and city planning in the city.

1736
04:02:58.960 --> 04:03:13.060
x095_Patricia Dunphy: You know I've been part of the development of Long Island City for over 20 years, and we've worked hard here at Rock Rose to to create neighborhoods. In Court Square and on the waterfront, carefully curating our retail.

1737
04:03:13.260 --> 04:03:20.660
x095_Patricia Dunphy: But the one thing that's always been missing is this connection between the 2 districts. It's just unconnected, and I really

1738
04:03:20.690 --> 04:03:25.780
x095_Patricia Dunphy: naively thought that this Lic rezoning would finally address this.

1739
04:03:25.920 --> 04:03:30.280
x095_Patricia Dunphy: make it where it becomes walkable to go from one area to the other.

1740
04:03:30.540 --> 04:03:35.999
x095_Patricia Dunphy: And so by rezoning the Ibz. Well, 1st of all, I don't understand quite why you would rezone it.

1741
04:03:36.070 --> 04:04:00.240
x095_Patricia Dunphy: increase the increase the far and the Ibz when there's so many empty spaces, and there's not a real need for this in the community anymore for these kind of businesses. But if you had, you know to consider rezoning it residential, have it industrial and residential, hopefully, with some retail on the ground floor which would make it the area walkable. To go from the waterfront to Court square

1742
04:04:00.240 --> 04:04:17.559
x095_Patricia Dunphy: cause I think that's 1 of the big things that's lacking in Long Island City. That disconnect between the 2 neighborhoods. And so I was disappointed to see that there was no change to that one particular square of the Ipz that disconnects these 2 neighborhoods, and I think really more thoughtful planning should go into that

1743
04:04:17.710 --> 04:04:18.365
x095_Patricia Dunphy: and

1744
04:04:19.220 --> 04:04:21.119
x095_Patricia Dunphy: that's all I have to say. Thank you.

1745
04:04:22.870 --> 04:04:26.470
Stephanie Shellooe, Director, EARD: Thank you. Thanks for your input and for participating today.

1746
04:04:27.650 --> 04:04:33.970
Stephanie Shellooe, Director, EARD: All right. Our next few speakers, Rachel Suna Britschcow, David Drimer, and Will Wong.

1747
04:04:34.120 --> 04:04:50.659

Stephanie Shellooe, Director, EARD: None of these 3 speakers appear in the room, so we are going to note for the record that these speakers have been skipped. We'll, of course, come back to them. If they're able to join at a later time, we'll continue with our speakers list with Rachel Brown, Alan Suna and Daryl Granger.

1748
04:04:52.300 --> 04:04:57.809
Stephanie Shellooe, Director, EARD: Rachel Brown. You're our next speaker, so we'll promote you to panelists. Now to hear your testimony.

1749
04:05:03.560 --> 04:05:04.960
x099_Rachel Brown: Hello! Can you hear me?

1750
04:05:04.960 --> 04:05:05.919
Stephanie Shellooe, Director, EARD: Yes, welcome.

1751
04:05:06.390 --> 04:05:21.040
x099_Rachel Brown: Great Hi. My name is Rachel Brown, and I'm a resident of Western queens who is involved with a lot of different community groups, including the Western Queens, Food Co-OP, the 45th Street, Green Space and the Western Queens Community Land Trust.

1752
04:05:21.120 --> 04:05:29.439
x099_Rachel Brown: as many people have expressed already. I'm disappointed that this meeting is being held during a working day during the summer, when many working class residents would

1753
04:05:29.580 --> 04:05:35.120
x099_Rachel Brown: working class residents who would be adversely affected by the current plan are not able to join.

1754
04:05:35.140 --> 04:05:48.710
x099_Rachel Brown: So I hope that I can represent some of those voices who weren't able to be here today. And I definitely also think you should extend the time for comments, and maybe even hold another one of these meetings in the evening, or on a weekend in the fall.

1755
04:05:49.099 --> 04:06:08.190
x099_Rachel Brown: So as the plan currently stands, I'm opposed to what's going on in the area. And I'm concerned in a few particular areas. Climate resilience, as many people have talked about today, housing and homelessness and preventing more displacement of residents and small businesses from the area.

1756
04:06:08.680 --> 04:06:09.740
x099_Rachel Brown: so

1757
04:06:10.260 --> 04:06:32.050
x099_Rachel Brown: a little more into those areas like in terms of climate resilience. We need more green spaces, green spaces, as other people have mentioned, help naturally with with resilience they absorb rain and storm water in a way that cement cannot. So we need more green spaces, and we need more plants on the waterfront that will actually help

1758

04:06:32.050 --> 04:06:44.830
x099_Rachel Brown: when we have greater storms, worse, more extreme storms, and expand flooding. So like the idea to have more higher powers built right up there next to the river is just.

1759
04:06:44.890 --> 04:06:49.408
x099_Rachel Brown: I don't know, like irresponsible and dumbfounding to me.

1760
04:06:50.600 --> 04:06:54.059
x099_Rachel Brown: Switching a little bit to housing and homelessness.

1761
04:06:54.407 --> 04:07:14.419
x099_Rachel Brown: I don't know the gentleman's name that was from the org that you know talked about home works with homeless people like this is we keep talking about? We're in a housing crisis, right? So we don't need more luxury housing. We don't need more middle income housing, like we need more low income housing. We also need more public housing. We need more.

1762
04:07:14.530 --> 04:07:20.970
x099_Rachel Brown: Also shelters. We have like, I don't know the numbers, because that's not my area of expertise, but we have over.

1763
04:07:21.010 --> 04:07:26.980
x099_Rachel Brown: I think, 60,000 homeless people in the city right now like. So how about we use the public sites

1764
04:07:27.000 --> 04:07:28.630
x099_Rachel Brown: for public housing.

1765
04:07:28.780 --> 04:07:48.329
x099_Rachel Brown: and use the public sites for shelters? And if the Government can't protect residents and citizens of this country. Then how about you? Turn these public sites over to nonprofits like the Western Queens Community Land Trust, who will steward the land for the public good, which is what the Government should be doing in the 1st place.

1766
04:07:48.340 --> 04:08:03.710
x099_Rachel Brown: So moving to that, I don't have time. But the DOE lot, the Western Queens Community Land Trust would really like to turn that into the Queensborough people space, so that lot needs to be set aside from this plan, please give it to the Western Queens Community Land Trust, where the food Co-OP that I'm working to open would be housed

1767
04:08:03.760 --> 04:08:05.460
x099_Rachel Brown: and people need to eat.

1768
04:08:05.590 --> 04:08:08.990
x099_Rachel Brown: Thank you so much for your time. Yeah.

1769
04:08:08.990 --> 04:08:09.320

Stephanie Shellooe, Director, EARD: Yeah.

1770
04:08:09.320 --> 04:08:10.370
x099_Rachel Brown: That's it.

1771
04:08:10.370 --> 04:08:11.940
Stephanie Shellooe, Director, EARD: Thanks. Thanks for your

1772
04:08:11.950 --> 04:08:18.279
Stephanie Shellooe, Director, EARD: awareness of the clock, and and of course, for your important testimony. We really appreciate it.

1773
04:08:19.068 --> 04:08:24.250
Stephanie Shellooe, Director, EARD: Our next speaker is Alan Suna, followed by Daryl Granger.

WEBVTT

1
00:00:00.050 --> 00:00:02.120
Stephanie Shellooe, Director, EARD: I donna Drymer.

2
00:00:02.890 --> 00:00:07.959
Stephanie Shellooe, Director, EARD: Alan, Suna, you're our next speaker, so we'll go ahead and promote you to hear your testimony.

3
00:00:11.730 --> 00:00:12.300
x100_Alan Suna: All right.

4
00:00:12.300 --> 00:00:13.080
Stephanie Shellooe, Director, EARD: Hi! Welcome!

5
00:00:13.340 --> 00:00:15.020
x100_Alan Suna: Can hear and see me. I hope.

6
00:00:15.020 --> 00:00:15.650
Stephanie Shellooe, Director, EARD: Yes.

7
00:00:16.219 --> 00:00:18.149
x100_Alan Suna: Okay? Well, I can see you.

8
00:00:18.769 --> 00:00:23.669
x100_Alan Suna: Rachel, unfortunately, has to take care of 2 small children, so she's driving home right now.

9
00:00:24.499 --> 00:00:27.989
x100_Alan Suna: So I will cover the 2 things that we were going to speak about.

10
00:00:29.149 --> 00:00:34.139
x100_Alan Suna: Industrial business zones is going to be my primary focus.

11
00:00:34.209 --> 00:00:43.239
x100_Alan Suna: But just to give some people, some background. I've been a major participant in the life and blood of Long Island City for

12
00:00:43.579 --> 00:00:46.619
x100_Alan Suna: over 44 years. I

13

00:00:46.749 --> 00:00:53.509
x100_Alan Suna: and the chairman of Silver Cup studios, and we have developed other properties in Long Island City as well.

14
00:00:54.329 --> 00:00:56.079
x100_Alan Suna: One of the things

15
00:00:56.609 --> 00:01:00.649
x100_Alan Suna: that has not really been talked about is coming up with creative ideas

16
00:01:00.659 --> 00:01:17.039
x100_Alan Suna: on how we can really integrate light industrial commercial spaces along with housing in what is currently called the Ipz. It's been called out by a few people, and I really appreciate it. But we have to keep in mind.

17
00:01:17.099 --> 00:01:22.549
x100_Alan Suna: The Ibzs are not zoning. They're a policy that was created in the Bloomberg administration about

18
00:01:22.599 --> 00:01:24.219
x100_Alan Suna: 20 years ago.

19
00:01:24.279 --> 00:01:42.859
x100_Alan Suna: That was maybe good for its time. It is no longer the right thing to do in Lic, and we're not suggesting getting rid of any of the industrial spaces. We're suggesting that new types of zoning come into play where we either maintain and or create the same or more

20
00:01:42.879 --> 00:01:46.089
x100_Alan Suna: commercial and industrial space along with housing.

21
00:01:46.229 --> 00:01:58.569
x100_Alan Suna: People have been talking about the walkable city, which is exactly what we need, and the disconnect, as Patricia just pointed out between the East and west portions of Long Island City.

22
00:01:58.679 --> 00:02:07.919
x100_Alan Suna: We don't want to walk through an industrial wasteland, and so much of the industrial space is so underutilized, and it's old buildings that need to be repurposed.

23
00:02:08.319 --> 00:02:13.889
x100_Alan Suna: meaning not refurbished, but repurposed. And it's an easy thing to do

24
00:02:13.939 --> 00:02:37.869
x100_Alan Suna: to create housing on top of new industrial space, and what we haven't talked about is creating affordable industrial space. And the way in which we can do that, particularly in the Ivz is to the same way that people are talking about affordable housing. We just need to have developers be required to provide industrial space at

affordable rents

25
00:02:38.039 --> 00:02:42.749
x100_Alan Suna: for users, and have housing up above, which is helping to subsidize that.

26
00:02:42.759 --> 00:02:48.409
x100_Alan Suna: So we have to keep an integrated city in mind and keep

27
00:02:48.589 --> 00:03:00.379
x100_Alan Suna: the notion of having more housing will reduce the pressure on existing housing stock reduce prices. I don't care what other people have said. Some people have said that properly, others have not.

28
00:03:00.599 --> 00:03:02.179
x100_Alan Suna: and

29
00:03:02.309 --> 00:03:06.109
x100_Alan Suna: that is basically it, and kept within my 3Â min.

30
00:03:07.049 --> 00:03:08.369
x100_Alan Suna: Thank you very much.

31
00:03:08.620 --> 00:03:11.879
Stephanie Shellooe, Director, EARD: Thank you. Thanks for being here, and for providing your testimony.

32
00:03:12.710 --> 00:03:21.090
Stephanie Shellooe, Director, EARD: All right, we'll move to our next speaker. That is, Daryl Granger. Darryl will promote you to panelists now, so that you can provide your testimony.

33
00:03:21.450 --> 00:03:25.419
Stephanie Shellooe, Director, EARD: Daryl will be followed in our queue by Donna Drymer.

34
00:03:26.680 --> 00:03:30.350
Stephanie Shellooe, Director, EARD: Daniel Taylor, and Eric Benaim.

35
00:03:37.570 --> 00:03:39.095
x101_Darryl Granger: Hi there! Sorry for the delay.

36
00:03:39.350 --> 00:03:40.520
Stephanie Shellooe, Director, EARD: No problem, welcome.

37
00:03:40.910 --> 00:04:03.819

x101_Darryl Granger: Thank you. My name is Daryl Granger, and I'm a brand new resident of Lic, and I'm so happy to be here and to be part of this community, and I'm so happy a home was built for me to live here. I love this plan released by the Dcp. I love that. It includes 10,000 new homes, but I wish it was more. I wish it was more homes than that, and it's such a large swath of lic.

38
00:04:03.820 --> 00:04:28.800
x101_Darryl Granger: There should be 20 to 30,000 new homes built there, and we have a major housing shortage in our city, and a vacancy rate of less than 2% city wide. And the only way to fix that problem is to build as many homes as possible. We need to build up to a million new homes in the city, and this is such a great area to do it, because it's so close to so many transit lines. And it's so close to Manhattan. And it's an area

39
00:04:28.800 --> 00:04:38.789
x101_Darryl Granger: that's developing a community. And where people want to live. And I don't know much about the Ivc. I've just learned a little bit about it recently, but this whole area north of 44th Street.

40
00:04:38.800 --> 00:05:00.030
x101_Darryl Granger: I really wish there was some way to turn into a mixed use area where you could have housing and light industrial, because right now it kind of feels like a No go zone. It doesn't feel like it has much of a sense of a community. Me and my girlfriend rode a city bikes through there to get to the the river one time, and she doesn't want to go through their night anymore. She's a little scared of that area. There's nothing wrong with it. It just doesn't feel like it has any life.

41
00:05:00.030 --> 00:05:15.830
x101_Darryl Granger: So the idea that we could take this area and we could mix residential and industrial there much like iguanas down in Brooklyn. It would create one of the most interesting areas in all of New York City, and I think it would just be an awesome opportunity to do that. And that's all I have to say.

42
00:05:18.150 --> 00:05:21.560
Stephanie Shellooe, Director, EARD: Thanks. Thanks for being here, and for providing your testimony.

43
00:05:23.740 --> 00:05:27.549
Stephanie Shellooe, Director, EARD: All right. Our next speaker, Donna Drymer.

44
00:05:27.580 --> 00:05:43.589
Stephanie Shellooe, Director, EARD: We are not seeing in the zoom. So, Donna, if you are watching on Youtube, feel free to come on into zoom now, so that we're able to hear your testimony. Next, we have Daniel Taylor, Eric Benham and Evie Hansopoulos.

45
00:05:44.110 --> 00:05:46.220
Stephanie Shellooe, Director, EARD: Daniel Taylor.

46
00:05:46.920 --> 00:05:49.130
Stephanie Shellooe, Director, EARD: You're our next speaker, so we

47

00:05:51.410 --> 00:05:53.560
Stephanie Shellooe, Director, EARD: we'll promote you to panelists now.

48
00:05:54.540 --> 00:05:56.710
Stephanie Shellooe, Director, EARD: Looks like they're in Zoom. As Danny.

49
00:06:09.738 --> 00:06:11.769
x106_Danny T. (L.I.C.): Yes! Can you hear me?

50
00:06:11.770 --> 00:06:12.770
Stephanie Shellooe, Director, EARD: Yes, welcome.

51
00:06:13.300 --> 00:06:14.200
x106_Danny T. (L.I.C.): Alright welcome.

52
00:06:15.140 --> 00:06:24.349
x106_Danny T. (L.I.C.): 1st of all, my name is Daniel Taylor. I am just a long time resident of the Queensbridge houses over here. I'm like 69. I've been here all my life.

53
00:06:25.235 --> 00:06:32.529
x106_Danny T. (L.I.C.): I've seen this community transform many times already. I remember the whole Long Island City area

54
00:06:32.700 --> 00:06:41.990
x106_Danny T. (L.I.C.): specifically down by, you know, animal basin and all that. That was all. You know, old industrial, no housing, nothing. And I see it develop develop.

55
00:06:42.090 --> 00:06:45.250
x106_Danny T. (L.I.C.): And it was helpful for for a little while for me.

56
00:06:45.300 --> 00:06:50.270
x106_Danny T. (L.I.C.): thinking that you know, hey? This development would would impact, you know, at least my neighborhood.

57
00:06:50.480 --> 00:06:58.649
x106_Danny T. (L.I.C.): But it failed, you know, never, never really impacted in the way where I could afford any of the things that was going on down there.

58
00:06:58.910 --> 00:07:00.749
x106_Danny T. (L.I.C.): And then we have, you know the

59
00:07:00.770 --> 00:07:15.830

x106_Danny T. (L.I.C.): the whole Queensbridge, you know whole Plaza queens? No, the I mean the Queens Plaza area with all that development. And then we have all these hotels that was put up I don't know. Maybe 200 250. There's a lot of hotels in this in this community.

60
00:07:16.020 --> 00:07:18.429
x106_Danny T. (L.I.C.): but it it never really served

61
00:07:18.490 --> 00:07:21.310
x106_Danny T. (L.I.C.): our community, which is Queensbridge area.

62
00:07:21.330 --> 00:07:25.639
x106_Danny T. (L.I.C.): like, I don't know any of my people that actually got jobs in any of these places.

63
00:07:25.680 --> 00:07:30.610
x106_Danny T. (L.I.C.): as far as jobs is concerned. I don't know any of them that was able to afford the housing.

64
00:07:30.740 --> 00:07:34.519
x106_Danny T. (L.I.C.): and I definitely don't see any of us, you know.

65
00:07:34.530 --> 00:07:36.372
x106_Danny T. (L.I.C.): with, you know, dealing with the

66
00:07:37.330 --> 00:07:46.660
x106_Danny T. (L.I.C.): you know, with the infrastructure I've been fighting for infrastructure under the under the Green Ball bridge for a while, so it used to be a valuable park for for children.

67
00:07:46.690 --> 00:07:51.210
x106_Danny T. (L.I.C.): and it was, I don't know why it was just totally destroyed, and whatever the

68
00:07:51.460 --> 00:07:56.090
x106_Danny T. (L.I.C.): department of Transportation, sanitation, and and the Parks department is doing under. There

69
00:07:56.360 --> 00:08:02.749
x106_Danny T. (L.I.C.): is is ridiculous, you know. It's I call it a wasteland. Now, you know, it's really messed up to walk down the

70
00:08:03.070 --> 00:08:16.239
x106_Danny T. (L.I.C.): Queensbridge way, the pathway that leads you from Vernon to 21st Street, and there's a valuable areas of open space. It could be. Make a nice park. I put in several proposals several Powerpoints, to show that it can be

71
00:08:16.340 --> 00:08:18.749

x106_Danny T. (L.I.C.): be utilized in a positive way

72
00:08:19.150 --> 00:08:28.758
x106_Danny T. (L.I.C.): for our children in our neighborhood, and you know, and and yet, you know, 10 years later, I'm still talking about this. I think a lot of us feel like we've been,

73
00:08:29.200 --> 00:08:32.620
x106_Danny T. (L.I.C.): you know, eased out of all this, but feel like, you know.

74
00:08:32.980 --> 00:08:37.900
x106_Danny T. (L.I.C.): like gentrification is happening right in our eyes that we can't stop it, you know

75
00:08:39.720 --> 00:08:51.219
x106_Danny T. (L.I.C.): been like it says just me as a resident, and just saying that I I hear I read the Zone. I'm I'm looking at it, but somehow I still don't feel like I'll be included. I haven't been included in previous ones.

76
00:08:52.100 --> 00:09:02.539
x106_Danny T. (L.I.C.): even though I participated in the the town halls. Everything else, and give suggestions. I just don't see where they're they come to fruition for any of the Queensbridge residents.

77
00:09:02.870 --> 00:09:06.040
x106_Danny T. (L.I.C.): and you know pretty much. That's my comment. Thank you.

78
00:09:07.150 --> 00:09:11.379
Stephanie Shellooe, Director, EARD: Thank you. Thank you for being here, and for providing that important testimony.

79
00:09:13.150 --> 00:09:20.650
Stephanie Shellooe, Director, EARD: All right. Our next speaker, is Eric Bennet, who, is

80
00:09:20.660 --> 00:09:25.600
Stephanie Shellooe, Director, EARD: registered via dial in. But we're not seeing this this speaker in the room.

81
00:09:27.368 --> 00:09:33.109
Stephanie Shellooe, Director, EARD: So we will move our next speaker, Evie Hansopoulos, and Michael Zurab

82
00:09:33.220 --> 00:09:57.639
Stephanie Shellooe, Director, EARD: Evie Hansopoulos, you're our next speaker. I will note that after Evie Hansopoulos and Michael Zurab those are our final registered speakers. So if you are in the room or watching on Youtube and wish to speak. We're going to take a break right after these 2 registered speakers to give everybody who may not have had the opportunity to do so. A chance to register and to participate in today's meeting.

83
00:09:58.630 --> 00:10:00.239

Stephanie Shellooe, Director, EARD: Evie. Hello, welcome.

84
00:10:00.960 --> 00:10:15.819
x108_Evie Hantzopoulos: Hi! Thank you so much. My name is Evie Hanzopoulos. I am a resident of Western queens. I'm right on the Astoria Lyc border have lived here for about 26 years. I'm here testifying on my own behalf, but I am chair of Community Board, one.

85
00:10:15.820 --> 00:10:40.780
x108_Evie Hantzopoulos: I'm also on the Western Queens, Community Land Trust and several other local organizations. I serve on the board with other localizations who are in the area of this rezoning as well, I guess I just wanted to start by echoing the comment by Danielle Brecker from Community Board 2, just basically saying that there has not been adequate time for public comment. And that as someone who is on community board one and we are included

86
00:10:40.780 --> 00:10:56.690
x108_Evie Hantzopoulos: in this, there's really been no outreach to us about this as well. And so I also call for an extending of a common period with additional hearings at the Community Board level. I guess I just have questions that I would like to see addressed in the environmental impact statement.

87
00:10:56.690 --> 00:11:20.749
x108_Evie Hantzopoulos: I've heard many developers and property owners say that this is going to help cause rents to go down, so I would like to know how much will the rents go down by constructing all of the units that are planned? I would like some some numbers and projections for that. We've seen a lot of development in Long Island City, and it's done nothing to have that occur. So if that is something that people are saying is gonna happen, I would like some numbers about that.

88
00:11:21.208 --> 00:11:29.469
x108_Evie Hantzopoulos: Also. Mih has not been adequate for addressing the truly deeply affordable housing needs of our community.

89
00:11:29.610 --> 00:11:56.349
x108_Evie Hantzopoulos: And so I would like to know? You know it is mandated. But what percentage is going to be serving people who have ami under 30%. Given that nycha, the average income is 25,000. How many of those folks who live in Queensbridge would actually be able to apply for the housing lottery. I want like those numbers as well. Also, people who are homeless generally aren't making 150 to $200,000 a year for

90
00:11:56.350 --> 00:12:25.740
x108_Evie Hantzopoulos: or more for these market rate apartments. So how many people who are currently unhoused would be able to afford any of these units. How will the city pay for the necessary infrastructure? Schools, sewers, libraries, hospitals? What is the cost for these? And how is that going to be paid for? Especially given? The developers will probably be utilizing many tax breaks and incentives. I'd like to know what is going to be available to them. And how much is that going to impact how much money we have for all the improvements that we want to see?

91
00:12:26.199 --> 00:12:36.990
x108_Evie Hantzopoulos: Also what mitigation needs to be done, both in terms of the environmental toxins from some of the industrial past uses of this? Who's going to be paying for that.

92
00:12:37.930 --> 00:12:46.729
x108_Evie Hantzopoulos: I'd like to look at displacement, both direct and secondary, displacement of residents, small businesses, artists.

93
00:12:46.740 --> 00:13:05.519
x108_Evie Hantzopoulos: affordable studio space for them, and also this made these manufacturing, I mean, we see, perhaps, some empty spaces, but have their leases been not renewed? As this is being speculated? Have they been forced out? Certainly we need to have industrial uses. I'm a little concerned about this

94
00:13:05.620 --> 00:13:18.259
x108_Evie Hantzopoulos: complete, you know, dismantling of the Ibz. And I want to advocate for the Queensborough people's people, space as well, public land, all public land should be exempted from this rezoning.

95
00:13:18.260 --> 00:13:19.340
Stephanie Shellooe, Director, EARD: Thank you so much, for

96
00:13:22.900 --> 00:13:32.399
Stephanie Shellooe, Director, EARD: we're happy to receive any further written testimony. And we really appreciate all the comments that we're hearing today, and Evie, sorry for mispronouncing your name.

97
00:13:32.400 --> 00:13:33.270
x108_Evie Hantzopoulos: No problem.

98
00:13:33.677 --> 00:13:45.090
Stephanie Shellooe, Director, EARD: Our next and last registered speak speaker is Michael Zurab. Michael will promote you to panelists at this time, and you'll be able to provide your testimony.

99
00:14:03.840 --> 00:14:06.000
Stephanie Shellooe, Director, EARD: Michael, it does not appear that

100
00:14:09.800 --> 00:14:20.145
Stephanie Shellooe, Director, EARD: We were able to pro promote you. It does look like we have a previously registered speaker, Rachel Suna britch cow in the room. Now, if we're able to.

101
00:14:20.560 --> 00:14:22.059
Stephanie Shellooe, Director, EARD: Oh, I see Michael now.

102
00:14:22.390 --> 00:14:23.920
Stephanie Shellooe, Director, EARD: Hi, Michael, welcome.

103
00:14:24.240 --> 00:14:32.269

xMichaelZoorob: Hi, thank you. Sorry I had to rejoin to get promoted as a panelist. Thank you so much for giving me the opportunity to speak.

104
00:14:32.951 --> 00:14:42.360
xMichaelZoorob: I know you've been at it for a while, and I'm very grateful for that. It's because this meeting lasted so long that I was able to speak because I was at work for most of it. So

105
00:14:42.838 --> 00:14:46.740
xMichaelZoorob: sorry to prolong the meeting even further, but I'm honored to get to speak

106
00:14:47.179 --> 00:14:53.759
xMichaelZoorob: and continue to participate in this process. This must be like the 4th or 5th meeting about the rezoning that I've been

107
00:14:53.940 --> 00:15:00.390
xMichaelZoorob: able to attend. So I'm really grateful for all of the the meetings that you've been holding for what must have been at least a year.

108
00:15:00.890 --> 00:15:02.179
xMichaelZoorob: On this process

109
00:15:02.560 --> 00:15:11.644
xMichaelZoorob: I'm a resident of Sunnyside queens. I have a Long Island City address. But you know, consider myself part of Sunnyside and

110
00:15:12.843 --> 00:15:19.619
xMichaelZoorob: i i i really think that this is a good opportunity for our neighborhood to

111
00:15:20.390 --> 00:15:21.640
xMichaelZoorob: see.

112
00:15:21.880 --> 00:15:24.700
xMichaelZoorob: you know, important and positive change.

113
00:15:25.280 --> 00:15:36.410
xMichaelZoorob: I think Long Island City feels like a very incomplete neighborhood, where some places have been kind of dramatically revitalized over the last few decades with a mix of uses.

114
00:15:36.860 --> 00:15:38.390
xMichaelZoorob: In other places

115
00:15:38.714 --> 00:15:44.060

xMichaelZoorob: feel much less vibrant. And I think there's a real opportunity to improve public space and get

116
00:15:44.689 --> 00:15:47.869
xMichaelZoorob: just a a better, better neighborhood

117
00:15:47.890 --> 00:15:50.079
xMichaelZoorob: with more housing role types

118
00:15:50.430 --> 00:15:54.539
xMichaelZoorob: and a range of uses. As a result of this process.

119
00:15:54.820 --> 00:15:56.460
xMichaelZoorob: I mean as if you heard a lot.

120
00:15:56.500 --> 00:16:20.469
xMichaelZoorob: And as we all sort of know, there are a lot of citywide issues that come to light with this rezoning one is the housing affordability crisis that's affecting, you know, not just very low income people at this point, but even moderate income people, and I hope that this rezoning is an opportunity to create housing of all types, to enable people of all incomes to live in Long City and to kind of help tip away at that

121
00:16:20.550 --> 00:16:23.930
xMichaelZoorob: very low vacancy rate and kind of persistent

122
00:16:24.380 --> 00:16:32.199
xMichaelZoorob: unaffordability that's impacting our city. So yeah, broadly supportive of a rezoning that would allow additional housing and

123
00:16:32.570 --> 00:16:33.790
xMichaelZoorob: Long Island City

124
00:16:34.460 --> 00:16:35.105
xMichaelZoorob: and

125
00:16:37.230 --> 00:16:41.300
xMichaelZoorob: as well as improve, you know, improve public spaces there.

126
00:16:41.710 --> 00:16:44.970
xMichaelZoorob: I've been happy to see additional transit

127
00:16:45.120 --> 00:16:55.109
xMichaelZoorob: improvements, at least insofar as we've gotten, you know, elevator investments in a lot of Rhon Island City often funded through new development, and I hope that that model

128
00:16:55.491 --> 00:17:07.070
xMichaelZoorob: sort of can be continued here, where the additional investment unlocked by the rezoning can be used to improve public space, make transit more accessible. And make other improvements to just improve quality of life

129
00:17:07.290 --> 00:17:08.810
xMichaelZoorob: for all of us.

130
00:17:09.871 --> 00:17:19.220
xMichaelZoorob: So yeah, I think that's that's about it. I I do hope that you know. We don't sort of carve out housing from large portions of the district. I think

131
00:17:19.240 --> 00:17:28.019
xMichaelZoorob: you know, if the highest and best use of land in a place is to give people homes, we shouldn't arbitrarily restrict that with zoning. And so I do hope that you consider that.

132
00:17:28.339 --> 00:17:33.346
xMichaelZoorob: But, broadly speaking, I I'm just grateful to have the opportunity to participate in this process and hope that,

133
00:17:33.650 --> 00:17:36.069
xMichaelZoorob: you know, we get a strong proposal out of it. Thank you.

134
00:17:36.500 --> 00:17:53.659
Stephanie Shellooe, Director, EARD: Thanks. Thanks so much for your testimony, and for sticking with us. We're glad to to have heard your testimony. We do again have a previously registered speaker that we skipped Rachel Suna Britch Cow, so we'll promote you to a panelist now, so we're able to hear your testimony.

135
00:17:54.372 --> 00:17:59.207
Stephanie Shellooe, Director, EARD: After we hear from the speaker. There are no other registered speakers.

136
00:18:00.080 --> 00:18:01.659
Stephanie Shellooe, Director, EARD: So if anyone

137
00:18:01.860 --> 00:18:13.870
Stephanie Shellooe, Director, EARD: would still like to speak, or or we had to skip anyone who's now able to join. Please do so at this time. And Rachel, we're ready for your testimony.

138
00:18:14.080 --> 00:18:17.259
x084_Rachel Suna Britchkow: Hi! How are you this evening? Can you hear me? Okay.

139
00:18:17.260 --> 00:18:17.930

Stephanie Shellooe, Director, EARD: Yes.

140
00:18:18.130 --> 00:18:43.049
x084_Rachel Suna Britchkow: Yeah. Sorry. Sorry about that. The you know the day drew on. Anyway. I would love to offer my testimony here in support of what city planning is trying to do, as well as thank Council Member Wong for her efforts here. When the Ibz were established back in 2,006. The goal was to protect existing manufacturing districts, foster economic development and encourage industrial commercial growth. Citywide.

141
00:18:43.050 --> 00:19:07.449
x084_Rachel Suna Britchkow: Unfortunately, while well intentioned, this plan has not worked today, nearly 20 years after the Ibc's creation, we need to find new modern solutions for this mission grounded in the current conditions of our local community in New York City at large. It is for this reason that we need to look at innovative approaches to policy land use and zoning that will not only help preserve and grow manufacturing, but simultaneously address a myriad of other undeniable crises.

142
00:19:07.940 --> 00:19:18.189
x084_Rachel Suna Britchkow: The community faces, such as housing shortages and public safety. Unfortunately, the rezoning of the Ibc as currently contemplated in the plan for one Lic does not align with these goals.

143
00:19:18.260 --> 00:19:29.150
x084_Rachel Suna Britchkow: We have some suggestions that we think would help both protect and grow manufacturing, and also address the residential crisis that so many in this meeting today have addressed.

144
00:19:29.250 --> 00:19:51.740
x084_Rachel Suna Britchkow: Unfortunately, increasing Fars for just commercial industrial uses within the Ibz is of no value to the existing businesses. We have businesses such as silver cup studios, which is my family's business for the last 40 years. We're no longer the owner of that business, but still strongly believe in Long Island City and its potential, and particularly the Ibz, and see it as a tool

145
00:19:52.020 --> 00:20:02.829
x084_Rachel Suna Britchkow: to be able to address the residential crisis while incentivizing business owners to replace their existing aging industrial buildings with new.

146
00:20:02.840 --> 00:20:12.170
x084_Rachel Suna Britchkow: better improved industrial spaces for the future while building residential on top. This residential would afford these business owners the ability

147
00:20:12.240 --> 00:20:15.840
x084_Rachel Suna Britchkow: to redo and rebuild their industrial spaces.

148
00:20:15.880 --> 00:20:17.510
x084_Rachel Suna Britchkow: and then be able to

149
00:20:17.540 --> 00:20:34.919

x084_Rachel Suna Britchkow: offset that with the residential above the rents that industrial users are able to afford right now, which is $2535 a square foot is not enough to incentivize business owners to in and of themselves tear down existing age industrial products and replace them.

150
00:20:35.200 --> 00:20:45.950
x084_Rachel Suna Britchkow: So we would suggest looking at. Excuse me, residential as an as a tool to help grow and support industrial into the future.

151
00:20:46.680 --> 00:21:14.489
x084_Rachel Suna Britchkow: any of the rezoning of the lid. Lic Ibz must include residential, particularly in the core, where the access to transportation and the waterfront right now, as as other speakers have mentioned, it's sort of this dead zone that prevents you know, people that live in the court, Scar District, and other residential areas from really accessing all of the I all of Long Island City, because these streets

152
00:21:14.540 --> 00:21:32.700
x084_Rachel Suna Britchkow: at night are not hospitable to pedestrian traffic, and by adding residential to these areas you add eyes on the street, and you create a 24, 7 lively neighborhood that would increase public safety and access to all the areas within the Ibz.

153
00:21:32.940 --> 00:21:50.859
x084_Rachel Suna Britchkow: The landscaping of manufacturing has dramatically changed over the years. And now these businesses could easily coexist with residential because they are clean, quiet uses. We strongly believe in this mix, and we support the plan of one Lic, and would suggest an innovative look at the Ivcs.

154
00:21:52.850 --> 00:21:54.199
x084_Rachel Suna Britchkow: Thank you for your time.

155
00:21:54.610 --> 00:21:58.070
Stephanie Shellooe, Director, EARD: Thanks, thanks for your testimony and for being here today.

156
00:22:01.240 --> 00:22:01.730
Stephanie Shellooe, Director, EARD: right.

157
00:22:01.730 --> 00:22:02.570
x084_Rachel Suna Britchkow: Thank you.

158
00:22:02.790 --> 00:22:29.040
Stephanie Shellooe, Director, EARD: At this time. This brings us to the close of our registered speakers list. So if there's anyone in the room, who has not had the opportunity to speak or who is viewing the Youtube live stream and is not yet registered in to speak and wishes to do so we're going to take a 5Â min recess. So if I can ask our production team to advance the slide to our registration page with the timer.

159
00:22:29.590 --> 00:22:54.460
Stephanie Shellooe, Director, EARD: Please do visit the nyc.gov. Slash, Nyc, engage website to register, to speak. So

fill out that registration, form the Zoom link to join the meeting will be emailed to you, so that we are able to add you to our speakers. Queue at this time. So now we will take a 5Â min recess. And we will resume the meeting at approximately 6, 35 pm.

160
00:22:54.600 --> 00:22:59.960
Stephanie Shellooe, Director, EARD: Again, please do register to speak. If you have not yet had the opportunity to do so.

161
00:23:00.030 --> 00:23:02.550
Stephanie Shellooe, Director, EARD: Thanks so much, and talk to you in a few minutes.

162
00:28:01.940 --> 00:28:17.829
Stephanie Shellooe, Director, EARD: Good afternoon, and welcome back. This is the continuation of the remote public scoping meeting for the Long Island City Neighborhood plan. Again for the record. I'll note that the City Environmental Quality Review or Seeker number is 2 5 Dcp. 0 0 1 q.

163
00:28:17.980 --> 00:28:40.790
Stephanie Shellooe, Director, EARD: My name's Stephanie Shalu, director of the Environmental Assessment and Review division here at the Department of City Planning, we're currently on part 3 of the scoping meeting where members of the public are invited to speak, for up up to 3Â min. We were taking a brief recess to allow for anyone who may have not been able to register, to speak an opportunity to do so. We did not receive any new Speaker registrants

164
00:28:40.790 --> 00:29:02.740
Stephanie Shellooe, Director, EARD: at this time. So we're going to see if anyone who had previously registered that we skipped has joined the room. We still have Brendan Burke and Matthew Giordano in the zoom. If either of you would would like to speak, please use the raise hand feature to indicate that you would like to provide testimony.

165
00:29:04.830 --> 00:29:08.249
Stephanie Shellooe, Director, EARD: We'll just wait a moment to give them the chance to do that.

166
00:29:20.130 --> 00:29:25.550
Stephanie Shellooe, Director, EARD: All right. We're not seeing indication that either of these folks

167
00:29:25.730 --> 00:29:26.980
Stephanie Shellooe, Director, EARD: are

168
00:29:27.420 --> 00:29:38.157
Stephanie Shellooe, Director, EARD: interested in providing testimony. So we will now ask if anyone else wishes to provide testimony, and we have not heard from you yet.

169
00:29:39.160 --> 00:30:00.770
Stephanie Shellooe, Director, EARD: We do not have any other registered speakers. So we're going to move to close the meeting at this time. We can go to the next slide that has our information about continuing to provide us written testimony. So at this point, if anyone was skipped or was not able to provide their testimony or had any technical

difficulties. We

170
00:30:00.770 --> 00:30:14.779
Stephanie Shellooe, Director, EARD: do encourage you to submit your written testimony. You can do so by writing us in hard mail at 1 20 Broadway, 31st floor, New York, New York, 1, 0, 2, 7, 1 attention myself. Stephanie Shalu.

171
00:30:14.800 --> 00:30:26.979
Stephanie Shellooe, Director, EARD: You can also email Us comments here at this distribution list shown on the screen. 2 5 Dcp. 0 0 1 q_dl@planning.nycgov.

172
00:30:28.260 --> 00:30:39.870
Stephanie Shellooe, Director, EARD: And we will accept comments. We have already extended the comment period to this date. So the the extended comment, period, deadline is, Friday, September 13, th 2,024 at 5 Pm.

173
00:30:40.506 --> 00:31:06.890
Stephanie Shellooe, Director, EARD: And of course we do as I mentioned, give written comments at the same time and consideration as those that we heard during this meeting. I really want to thank everyone for sticking with us. This is a long meeting. We heard a lot of very important testimony, and as I mentioned, comments received today and received in writing through that end of the comment period will be summarized and responded to in the final scope of work that will guide the preparation of the Eis.

174
00:31:06.890 --> 00:31:15.459
Stephanie Shellooe, Director, EARD: We look forward to your continued engagement with this process, and to continue to make your voices heard through

175
00:31:15.610 --> 00:31:26.120
Stephanie Shellooe, Director, EARD: through the public engagement of this very important plan. So thank you everyone again for taking time out of your very busy days to be with us. We really appreciate your time and your participation.

176
00:31:26.180 --> 00:31:33.670
Stephanie Shellooe, Director, EARD: The time is currently 6, 38 Pm. And this meeting is now closed. Thank you so much. Everyone have a good evening.