**Broadway & 11th Street Rezoning**
**Queens Community District 1**
**April 14, 2021**

## 1. INTRODUCTION

11 St & Broadway LLC (the "Applicant"), the owner of the Project Area (as hereinafter defined), proposes the following land use actions in the Ravenswood neighborhood of Astoria within Queens Community District 1:

1. a zoning map amendment to change the existing R5 zoning district mapped on Block 316, Lots 1 and 13 (the "Project Area") to a Special Mixed Use ("MX") district designated MX-23 that pairs an R7A residential district with an M1-4 manufacturing district;

2. a zoning text amendment modifying Zoning Resolution ("ZR") Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 1, Queens to establish the Project Area as a Mandatory Inclusionary Housing ("MIH") Area; and

3. a zoning text amendment to ZR Article XII, Chapter 3 [Special Mixed Use District] to establish the proposed M1-4/R7A (MX-23) district in Ravenswood in Queens.

The proposed actions would facilitate the development of the Project Area with a new eight-story mixed-use building with approximately 205 dwelling units, including approximately 51 permanently income-restricted housing units under MIH Option 1. In addition to housing, the proposed development would provide new local retail, a grocery store, an artist studio, a wine distributor, a floral production studio and a cellar level parking garage.

## 2. BACKGROUND

A portion of Ravenswood generally bounded by Broadway, Vernon Boulevard, 36th Avenue and 21st Street was zoned R5 with the enactment of the 1961 Zoning Resolution. The R5 zoning remains in-place today despite the prevalence of industrial uses and higher density residential buildings in the neighborhood. Industrial and manufacturing uses comprise about 45 percent of the Ravenswood lot area while one- and two-family buildings and multi-family walk-up buildings each represent 12 percent of lot area. Community Board 1 requested DCP initiate a study of Ravenswood to address these zoning concerns in 2014.

The area directly to the north of the Project Area was included in the West Astoria Rezoning (C 870580 ZMQ, effective September 14, 1989), initiated by the Department of City Planning ("DCP"). The West Astoria Rezoning changed R5 and R6 zoning districts to R3-1, R4, R5, R6A, R6B, R7A, R7B and R7X zoning districts with C2-2 commercial overlays on Broadway, 21st Street and Astoria Boulevard. The rezoning was intended to reflect existing conditions in West Astoria, to prevent the construction of developments not consistent with the scale and character of the neighborhood and to encourage new development in appropriate areas.

More recently, the Astoria Rezoning (C 100199 ZMQ, effective May 25, 2010), also initiated by DCP, rezoned all or portions of 238 blocks to the north of the Project Area. It was intended to protect neighborhood character from out-of-scale development, more closely reflect established development patterns, direct opportunities for moderate residential and commercial growth to locations along wide streets and transit resources and provide incentives for the production of affordable housing. The rezoning established an R7A zoning district with commercial overlays along Broadway directly north of the Project Area. An associated text amendment established the voluntary Inclusionary Housing Program in portions of R7A and equivalent districts.

In addition, there have been two approvals for private rezoning applications near the Project Area. The first is the recent Vernon Boulevard and Broadway Rezoning (C 190386 ZSQ and related actions, effective October 17, 2019). It rezoned the existing R5 zoning district mapped on Block 315, Lot 1 immediately west of the Project Area to R6B and R7X/C1-3 zoning districts

and established an MIH Area. These actions were intended to facilitate a large-scale general development of three mixed-use, five-, nine- and fourteen-story buildings with approximately 330 dwelling units, including 92 permanently income-restricted housing units under the MIH Program.

The second private application was thirteen years earlier for the Vernon Boulevard Rezoning (C 020087 ZMQ, effective July 19, 2006). It changed three nearby waterfront lots from an R5 to an R7-1 zoning district to facilitate residential development, and a portion of one waterfront lot from an R5 to an M1-1 zoning district to reflect the existing land use. The rezoning was intended to facilitate the development of two 19-story (175-foot tall) residential towers on a portion of the R7-1 rezoning area with 350 dwelling units and approximately 20,000 square feet of ground floor community facility space. An associated waterfront certification (N 020610 ZCQ) facilitated the creation of an approximately 13,000 square foot public waterfront esplanade.

## 3. DESCRIPTION OF THE SURROUNDING AREA

The Project Area is located in the Borough of Queens in Community District 1 within the Ravenswood neighborhood. Zoning districts within the surrounding area include R5, R7A, R7A/C2-3, R7A/C1-3, R7X/C1-3, R6B and R6. The surrounding area is a mix of residential, commercial, light industrial, community facility, park and vacant/parking uses. The prevailing built form in the surrounding area varies by use. New multi-family residential developments to the north of the Project Area range from eight- to 20-stories tall. Older housing stock in the surrounding area includes one- to two-story residential buildings and multi-family walkup apartment buildings. Commercial and industrial buildings are generally low-scale high lot coverage warehouse/garage buildings.

To the north of the Project Area in the R7A zoning district are new eight- to 20-story multi-family elevator residential buildings interspersed with two- to four-story residential buildings and one-story industrial buildings. Directly north of the Project Area is a new eight-story residential building at 11-15 Broadway (Block 502, Lot 41), and to the northeast is another new eight story residential building at 12-15 Broadway (Block 519, Lot 6). While there are C1-3 and C2-3 commercial overlays mapped along Vernon Boulevard and Broadway, there are few commercial uses. To the northeast of the Project Area in the R5B zoning district are primarily one- to two-story residential buildings.

The area south of Broadway, including the Project Area, is primarily within an R5 zoning district. Despite the R5 zoning designation, the area consists predominately of non-conforming industrial and semi-industrial uses.

Immediately to the west of the Project Area is the site of the recently approved Vernon Boulevard and Broadway Rezoning (Block 315, Lot 1) now zoned R7X/C1-3 on the northern portion of the block and R6B within 100 feet of 33rd Road. It is currently improved with a one-story garage/warehouse building with the remainder of the site used for surface parking and open storage, all of which are non-conforming in the R5 zoning district.

Further to the southwest of the Project Area is the Isamu Noguchi Foundation and Museum (the “Noguchi Museum”) located on the triangular block between 10th Street, 33rd Road, and Vernon Boulevard. Across Vernon Boulevard to the west on Block 313 is a Costco Wholesale store and its accessory surface parking lot and waterfront esplanade (N 970073 ZCQ). Costco is located on an approximately 356,500 square foot lot between Socrates Sculpture Park to the north and Rainey Park to the south. Both parks are owned and operated by the Department of Parks and Recreation. The 4.89-acre Socrates Sculpture Park is located northwest of the Project Area on Vernon Boulevard between Broadway and 30th Drive. Rainey Park, an 8.09-acre park, is located southwest of the Project Area between Vernon Boulevard and the East River between 33rd Road and 34th Avenue.

To the south of the Project Area are generally industrial uses in low-rise buildings with high lot coverage. Immediately south, Block 317 is improved with a one-story warehouse building occupied by the Catholic Medical Mission Board’s distribution center and one-story garages occupied by automobile repair uses. Block 318 is improved with a one-story warehouse on the northern portion of the block, and one- and three-story industrial buildings, a two-story residence and surface parking on the southern portion of the block. Similarly, Block 522 is improved with

one-story industrial buildings and surface parking. Further to the southeast in the R6 zoning district is the Estates at Hallet's Cove, developed in conjunction with the New York City Housing Partnership, consisting of 107 three-story, two-family attached residences.

The area to the southwest of the Project Area has a mix of low-rise industrial and residential uses. The northern portion of Block 319 is improved with a 35-foot tall, one-story building occupied by steel fabricating and stone businesses. Further southwest on Block 319 are two- to four-story residential buildings. Blocks 320 and 321 have a similar mix of industrial uses and two- to four-story residential buildings.

There are other community facility uses in the surrounding area in addition to the Noguchi Museum. Long Island City High School (Q450) is located to directly east of the Project Area on Block 529 on an approximately 230,999 square foot lot between 12th and 21st Streets, Broadway, and 33rd Avenue. The Islamic Unity mosque and Ideal Islamic School are located northwest of the Project Area on 12th Street at 31st Drive.

The surrounding area is well served by public transit. Bus lines in close proximity to the Project Area include the Q104 (Sunnyside/Ravenswood) running along Broadway that stops at the Project Area, the Q103 (Astoria/Hunters Point) running along Vernon Boulevard that stops at Broadway, and the Q69 (Long Island City/Jackson Heights) running along 21st Street that stops at Broadway. The Broadway subway station, with access to the N and W lines, is located approximately 3/4-mile east of the Project Area at Broadway and 31st Street. The 21st Street-Queensbridge subway station serving the F line is located approximately one-mile south of the Project Area. The Astoria stop of the NYC Ferry is approximately 1/2-mile north of the Project Area. The ferry route includes stops at Roosevelt Island, Long Island City Gantry Plaza, East 34th Street, and Wall Street. CitiBike stations are located at the intersection of Vernon Boulevard and 10th Street and at the intersection of Broadway and 12th Street, one block west and east of the Project Area, respectively.

The Project Area is within the Transit Zone, where special lower accessory parking requirements apply for various types of affordable housing including income-restricted housing units. Areas within the Transit Zone are generally within one-half mile of a subway station and have the lowest automobile ownership rates in the City.

The Project Area is mapped with a large R5 zoning district that extends generally from Vernon Boulevard to 38th Street between Broadway and 37th Avenue. R5 zoning districts permit a variety of housing types with a residential FAR of 1.25 and maximum lot coverage of 55 percent. The maximum street wall height of a new building is 30 feet and the maximum building height is 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building. In addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Off-street parking is required for 85 percent of the dwelling units in the building. For blocks entirely within R5 districts, the regulations for predominately built up areas may be applied to permit a maximum residential FAR of 1.65.

There is an R7A zoning district mapped to the north of the Project Area across Broadway generally between Vernon Boulevard and 21st Street. R7A is a contextual district that allows for new medium-density residential development and community facilities. R7A districts allow for residential development with an FAR of 4.0, and up to 4.6 FAR in Inclusionary Housing Designated Areas and MIH Areas. Community facility uses have a maximum FAR of 4.0. The building form requires a street wall of 40 to 75 feet, a setback above the maximum base height, and a maximum building height of up to 95 feet for Inclusionary Housing buildings with a qualifying ground floor. New residences are required to provide off-street parking for 50 percent of the dwelling units, with an exemption for income-restricted units within the Transit Zone.

An R7X/C1-3 zoning district is mapped immediately to the west of the Project Area between 11th Street, Broadway, Vernon Boulevard, and 100 feet north of 33rd Road.[1] R7X is a contextual zoning district that permits a maximum FAR for residential use of 6.0 with the provision of Inclusionary Housing and a maximum community facility FAR of 5.0. The maximum permitted base height in the R7X zoning district is 105 feet before a setback is required. The maximum

[1] Mapped in connection with the Vernon Boulevard and Broadway Rezoning (C 190386 ZSQ and related actions, effective October 17, 2019).

building height is 145 feet (14-stories) with a qualifying ground floor. The required setback distance above the maximum base height is 10 feet for wide streets and 15 feet for narrow streets. Parking is required for 50 percent of the non-income-restricted dwelling units.

There are C1 and C2 commercial overlays mapped on the north side of Broadway, the east side of Vernon Boulevard north of Broadway and at the Vernon Boulevard and Broadway Rezoning site. When mapped in R7A and R7X zoning districts, C1 and C2 commercial overlays allow a maximum commercial FAR of 2.0. In mixed buildings, commercial uses are limited to one or two floors and must always be located below residential use. C1 districts permit Use Group 6 commercial uses and C2 districts allow a wider range of service uses in addition to Use Group 6, including uses in Use Groups 7, 8, 9, and 14. Off-street parking requirements vary by use and are generally calculated based on the amount of floor area. Within C1-1 districts, the parking requirement for general retail and service uses is one accessory off-street parking space per 150 square feet of commercial floor area. Within C2-3 districts, the parking requirement for general retail and service uses is one accessory off-street parking space per 400 square feet of commercial floor area.

There is an R6B zoning district mapped within 100 feet of the north side of 33rd Road between 10th Street and 11th Street.[2] R6B contextual zoning districts permit residential uses with a maximum FAR of 2.2 with the provision of Inclusionary Housing. The minimum street wall height is 30 feet, the maximum street wall height is 45 feet, and the maximum building height is 55 feet. Above the base height, a setback with a depth of at least 10 feet is required from any street wall fronting on a wide street, and at least 15 feet on a narrow street. Parking is required for 50 percent of the non-income-restricted dwelling units.

Lastly, an R6 zoning district is mapped to the east of the Project Area generally between Broadway and 34th Avenue. R6 districts allow all housing types at a maximum FAR of up to 2.43 and a maximum FAR of up to 4.8 for buildings containing certain community facility uses. R6 is a height factor district where residential and community facility uses are permitted with no fixed height limits. Building envelopes are regulated by a sky exposure plane and open space ratio after a maximum base height of 60 feet. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used.

## 4. DESCRIPTION OF THE PROPOSED PROJECT AREA

The proposed Project Area consists of the entire Block 316, consisting of two contiguous tax lots (Lots 1 and 13) that have a combined lot area of approximately 49,411 square feet. The Project Area has approximately 266 feet of frontage on Broadway, approximately 204 feet of frontage on 11th Street, approximately 228 feet of frontage on 33rd Avenue, and approximately 200 feet of frontage on 12th Street. Broadway and 11th Street are wide streets. 33rd Avenue and 12th Street are narrow streets. The Project Area is improved with two buildings. There is a one-story, 16-foot tall building on the northern portion of the site that is occupied by an auto repair shop and a taxi business with surface parking and open storage at the northeastern corner. There is also a one-story and mezzanine building occupied as an artist studio by a local artist who specializes in metal sculpture. The remainder of the Project Area is unimproved and vacant. The Project Area currently has three curb cuts along Broadway and two curb cuts along 12th Street.

## 5. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development is a new seven-story mixed-use building with approximately 205 dwelling units. The proposed development contains approximately 226,556 square feet of floor area (4.58 FAR), including approximately 28,686 square feet of commercial floor area and approximately 212,290 square feet of residential floor area. Approximately 51 permanently income-restricted units (25 percent) would be provided at a weighted average of 60 percent of the Area Median Income (“AMI”) under MIH Option 1.

[2] Also mapped in connection with the Vernon Boulevard and Broadway Rezoning (C 190386 ZSQ and related actions, effective October 17, 2019).

The proposed development wraps the entire block, maintaining a continuous street wall on each frontage with active first floor uses to enhance the streetscape. An open court above the first floor allows for efficient double-loaded residential floorplates on the upper floors. It also allows for a driveway with a circular turnaround accessible from 33rd Avenue to facilitate vehicular pick up and drop off to the residential lobby, in addition to access to the ramp to cellar parking below. The proposed development has varying heights along its four street frontages. The highest portion is along the Broadway frontage, where it rises to a height of 75 feet, seven-stories, after 10-foot and 15-foot setbacks above the base height of 65 feet. Along 33rd Avenue, the southwestern corner of the building at 11th Street is 65 feet, six-stories, and the southeastern corner of the building at 12th Street is 55 feet, five-stories. The northwestern corner of the proposed development is chamfered to accommodate an outdoor seating area accessory to the first floor commercial space. At the center of the site plan of the proposed development is a driveway, accessible via a 15-foot wide curb cut on 33rd Avenue, that provides access to a cellar level attended parking garage with 80 accessory off-street parking spaces. Off-street accessory loading berths are provided on 33rd Avenue and 12th Street. A freight elevator is located adjacent to the 12th Street loading dock to provide direct access to the cellar.

With respect to the programming of the non-residential space in the proposed development, first floor uses include approximately 3,700 square feet of local retail (Use Group 6), an approximately 9,800 square foot grocery store (Use Group 6), an approximately 4,600 square foot artist studio (Use Group 9), an approximately 4,000 square foot wine distributor (Use Group 16), and an approximately 5,700 square foot floral production studio (Use Group 16).[3] The artist studio in the proposed development is intended for the local artist that currently works out of the studio in the Project Area. The wine distributor and floral production studio are both intended for existing local Queens businesses that are seeking new space in the area.

Due to the location of the Project Area partially within in a Flood Zone AE, the proposed development is designed to meet the flood resiliency requirements of the Zoning Resolution and NYC Building Code. The Project Area has a Design Flood Elevation ("DFE") of 13 feet. The first-floor portions of the proposed development below the DFE will employ dry floodproofing measures and utility/mechanical rooms will be elevated above the DFE.

## 6. ACTIONS NECESSARY TO FACILITATE THE PROJECT

The actions necessary to facilitate the proposed development are:

1. a zoning map amendment to change the existing R5 zoning district mapped within the Project Area to an M1-4/R7A (MX-23) zoning district;

2. a zoning text amendment modifying ZR Appendix F to establish the Project Area as an MIH Area; and

3. a zoning text amendment to ZR Art. XII, Ch. 3 to establish a M1-4/R7A (MX-23) district in Ravenswood, Queens.

The proposed actions would promote mixed-use development with income-restricted housing and job growth on underutilized property near transit. The proposed higher density and lower parking requirement would be consistent with the built context of the surrounding area and area-wide planning goals.

Zoning Map Amendment

The proposed M1-4/R7A (MX-23) zoning district is bounded by Broadway to the north, 33rd Avenue to the south, 11th Street to the west, and 12th Street to the east.

[3] The Applicant would seek discretionary tax incentives for the proposed grocery store under the Food Retail Expansion to Support Health ("FRESH") Program. The Project Area is located within an area where FRESH discretionary tax initiatives are available, but FRESH zoning incentives are not available at this time. According to the Department of City Planning's Supermarket Needs Index for 2018, the Project Area is located in a moderate need area directly north of a high need area. The high need area encompasses more than two dozen blocks and portions of blocks to the west and south of the Project Area. The proposed grocery store is intended to serve this need.

The Special Mixed-Use District was established in 1997 to encourage investment in and enhance the vitality of existing neighborhoods, such as Ravenswood, with mixed residential and industrial uses in close proximity and create expanded opportunities for new mixed-use communities. New residential and non-residential uses (commercial, community facility, semi-industrial and light industrial) can be developed as-of-right and be located side-by-side or within the same building. Pairing a manufacturing district with a residential district (*e.g.* the proposed pairing of R7A and M1-4 zoning districts) ensures a balanced variety of available uses.

Residential uses are generally subject to the bulk controls of the governing residence district; commercial, industrial and community facility uses are subject to the M1 district bulk controls, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in each MX district as-of-right, others are subject to restrictions and Use Group 18 uses are excluded altogether, except for small breweries.

The proposed M1-4/R7A (MX-23) zoning district allows for new medium-density mixed-use development with a maximum total FAR of 4.6 in an MIH Area. The M1-4/R7A (MX-23) district would permit residential uses (Use Groups 1 and 2), community facility uses (Use Groups 3 and 4), commercial uses (Use Groups 5 to 15), semi-industrial uses (Use Group 16) and certain light industrial uses (Use Group 17). The maximum residential FAR is 4.6 in an MIH Area, the maximum community facility FAR is 3.0, the maximum commercial FAR is 2.0, and the maximum manufacturing FAR is also 2.0. The minimum required street wall is 40 feet and the maximum base height is 75 feet. Setbacks are required above the maximum base height, and the maximum building height is 95 feet for buildings with a qualifying ground floor in an MIH Area. New residences are required to provide off-street parking for 50 percent of the dwelling units, with an exemption for income-restricted units within the Transit Zone. No parking is required for non-residential uses.

In contrast to the existing R5 zoning district, which allows a maximum residential FAR of 1.25, the proposed M1-4/R7A (MX-23) zoning district allows a higher maximum FAR of 4.6 in the proposed MIH Area. Within an MIH Area, this increase in the maximum FAR is permitted to facilitate the development of income-restricted housing units. The proposed rezoning to M1-4/R7A (MX-23) removes the maximum lot coverage restrictions in the R5 district. This allows the proposed development to utilize a greater portion of the Development Site, resulting in a more efficient development. The proposed M1-4/R7A (MX-23) zoning district also allows commercial, semi-industrial, and light industrial uses in contrast to the existing R5, where the only new development permitted would be low-density residential uses.

The proposed M1-4/R7A (MX-23) zoning district is consistent with City policy to position higher density developments near transit along wide streets that can support such development. The proposed district is appropriate because of the close proximity of the Project Area to public transportation and the location of the Project Area on two wide streets. The Project Area is located near transit and is within a Transit Zone, which is recognized as an area well-served by public transportation with low automobile ownership rates. Bus service is directly accessible from the Project Area via the Q103 and Q104 bus lines and via the Q69 at 21st Street. These buses provide connections to the Broadway N/W and the 21st Street-Queensbridge F subway stations a short distance away. Moreover, the M1-4/R7A (MX-23) zoning district (within an MIH Area) is appropriate for the Project Area because the surrounding wide streets, Broadway and 11th Street, can support the R7A envelope. This is evident from the existing eight-story context within the R7A/C2-3 district mapped across Broadway directly north of the Project Area.

The proposed M1-4/R7A (MX-23) zoning district when mapped within the proposed MIH Area has comparable bulk provisions to the existing R7A/C2-3 district mapped immediately north of the Project Area across Broadway and mandates the provision of permanently income-restricted housing units. The proposed development would be similar in scale to the eight-story residential buildings at 11-15 Broadway and 12-15 Broadway. The proposed M1-4/R7A (MX-23) zoning district also has comparable bulk provisions to the existing R7X/C1-3 district mapped immediately west of the Project Area across 11th Street, although the R7X/C1-3 district allows a higher FAR of 6.0 and greater building height of 145 feet.

The proposed zoning change from the existing R5 zoning district to an M1-4/R7A (MX-23) would reinforce existing land use patterns in the surrounding area and introduce new residential and complementary non-residential uses. Existing non-conforming industrial uses within the R5

zoning district have not been redeveloped with conforming residential uses. This is possibly due to the limited development potential permitted under the R5 district provisions. In contrast to the existing R5 zoning district, the proposed M1-4/R7A (MX-23) zoning district would facilitate new conforming residential growth in this area. With the proposed MIH Area, it also facilitates the creation of new income-restricted housing in Queens Community District 1, where, according to the U.S. Census Bureau, 37.4 percent of households are rent burdened.[4]

While there are existing commercial overlays along Vernon Boulevard and Broadway, there are currently few local retail, eating and drinking establishment and service uses in the surrounding area. Despite this lack of built commercial use, the proposed zoning map amendment establishes zoning that is consistent with surrounding commercial overlays. The proposed local retail, grocery store, artist studio, wine distributor, and floral production uses permitted in the proposed M1-4/R7A (MX-23) zoning district will serve new residents of the proposed development, existing area residents, and visitors to the surrounding area.

In addition to allowing residential use at a higher density, the proposed M1-4/R7A (MX-23) zoning district also allows a range of commercial (Use Groups 5-14), semi-industrial (Use Group 16), and light industrial uses (Use Group 17) that are not permitted within the existing R5 district.[5] The M1-4/R7A (MX-23) zoning district is necessary to allow the semi-industrial Use Group 16 wine distributor and floral production studio uses within the proposed development. It further provides the flexibility to allow for light industrial tenants in addition to proposed commercial and semi-industrial uses. This is in contrast to C1 or C2 commercial overlays where semi-industrial and light industrial uses are not permitted. The expansive range of uses available in the proposed M1-4/R7A (MX-23) is consistent with the historic industrial and arts-based character of the area. The wine distributor and floral production uses in the proposed development would contribute to the industrial character of the area, and the artist studio fits with the existing cluster of arts uses, including the Noguchi Museum and Socrates Sculpture Park. The proposed M1-4/R7A (MX-23) zoning district ensures that this wide range of commercial, semi-industrial, and light industrial uses are permitted in the Project Area.

The proposed M1-4/R7A (MX-23) zoning district is consistent with City's New York Works Plan, which seeks to create 20,000 jobs within the industrial and manufacturing sectors and the creation of 10,000 jobs within the creative and cultural sectors and 25,000 jobs in office districts in Manhattan and in emerging commercial centers. The proposed M1-4/R7A (MX-23) permits a range of commercial, semi-industrial and light industrial uses that would facilitate job creation in various sectors. Based on preliminary job generation estimates, the non-residential uses in the proposed development would create approximately 59 jobs, including 31 jobs for the grocery store, 12 retail jobs, four artist studio jobs, six jobs associated with the wine distributor and six jobs associated with the floral production studio. The artist studio, wine distributor and floral production studio would contribute to job creation in the sectors emphasized in New York Works. These semi-industrial and creative uses in the proposed development would create approximately 16 jobs based on the above preliminary estimates.

Zoning Text Amendment

The proposed zoning text amendment to establish a new M1-4/R7A (MX-23) district is necessary map the district within the Project Area.

The proposed zoning text amendment to designate the Project Area as an MIH Area is consistent with the policy goals of the City's Housing New York: A Five-Borough, Ten-Year Plan. As noted above, the U.S. Census Bureau determined that 37.4 percent of households in Queens Community District 1 are rent burdened, spending 35 percent or more of their income on rent. In addition, 18.1 percent of residents in Community District 1 have incomes below the NYC.gov Poverty Measure. As noted above, there are Inclusionary Housing Designated Areas located north of the Project Area in the portions of R7A and equivalent zoning districts that were mapped along Vernon Boulevard and 21st Street in the 2010 Astoria Rezoning. There is an MIH

[4] Based on American Community Survey 2014-18 Five Year Estimates for Public Use Microdata Area (PUMA) 4101, which approximates Queens Community District 1, available at: https://communityprofiles.planning.nyc.gov/queens/1#resources.

[5] While the proposed development only contains non-residential uses on the first floor, the proposed M1-4/R7A (MX-23) offers more flexibility than a commercial overlay to expand non-residential uses above the first floor in a mixed-use building.

Area located immediately west of the Project Area, established in connection with the Vernon Boulevard and Broadway Rezoning.

The MIH program requires the provision of permanently income-restricted housing within new residential developments, enlargements and conversions from non-residential to residential use within mapped MIH Areas. The proposed zoning text amendment would establish an MIH Area contiguous with the Project Area requiring the proposed development to comply with the requirements of the MIH Program. MIH Option 1 requires 25 percent of the residential floor area to be provided as housing affordable to households at a weighted average of 60 percent of AMI with 10 percent at 40 percent AMI, with no unit targeted at a level exceeding 130 percent of AMI. MIH Option 2 requires 30 percent of the residential floor area to be provided as housing affordable to households at a weighted average of 80 percent AMI, with no unit targeted at a level exceeding 130 percent of AMI. Within the MIH Area, the proposed MIH Option 1 would require the creation of permanently income-restricted housing units within the Project Area - approximately 51 within the proposed development.

## 7. CONCLUSION

Overall, the proposed zoning map and text amendments are consistent with existing land uses within the surrounding area and promote new mixed-use development on a suitable, underutilized property. These actions will further community and citywide goals, including bringing the zoning more in line with the prevalence of existing semi-industrial, industrial and mid-density multi-family residential uses in the Ravenswood neighborhood. The actions will also further the objectives of the City's Housing New York: A Five-Borough, Ten-Year Plan by creating more opportunities for housing and the City's New York Works Plan by promoting the creation new jobs in the industrial and cultural sectors. The existing R5 zoning designation within the Project Area does not promote the development of new housing, nor does it permit commercial use. The rezoning of the Project Area to an M1-4/R7A (MX-23) district with an MIH Area designation facilitates the proposed mixed-use, transit-oriented development with approximately 205 dwelling units, including 51 permanently income-restricted housing units at low income levels, and new commercial and semi-industrial uses.