Chapter 2: Land Use, Zoning, and Public Policy

A. INTRODUCTION

According to the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is compatible with those conditions or may affect them. This analysis also considers the Proposed Actions' compliance with, and effect on, the area's zoning and other applicable public policies. As described in Chapter 1, "Project Description," the New York City Department of City Planning (DCP) is proposing land use actions, including zoning map amendments, zoning text amendments, City Map amendments, disposition of non-residential City-owned property, and the designation of an Urban Development Action Area, approval of an Urban Development Action Area Project (UDAAP), changes to the city map, disposition of City-owned property, and a combination acquisition and site selection of property by the City. (the Proposed Actions) to support and facilitate implementation of the Long Island City Neighborhood Plan (the Neighborhood Plan). The Neighborhood Plan 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 area subject to the Proposed Actions (the Project Area) is generally bounded by Queens Plaza South and the midblock between 39th and 40th Avenues between 21st and 23rd Streets to the north; the East River, Anable Basin, and 5th Street to the west; 46th and 47th Avenues, 46th Road, and the midblock between 44th Drive and 45th Avenue to the south; and 11th, 23rd, and 24th Streets and the midblock between 24th and Crescent Streets to the east (see **Figure 2-1**). The Proposed Actions would affect an approximately 54-block area of the Long Island City neighborhood of Queens, Community Districts 1 and 2.

The Proposed Actions include discretionary land use approvals that are subject to review under the Uniform Land Use Review Procedure (ULURP) and Section 200 of the City Charter. The actions include: zoning map amendments to replace all or portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M3-1, M1-5, 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 zoning districts; expansion of the existing Special Long Island City Mixed-Use District (LIC Special District); removal of the Special Mixed Use District (MX-9); and modification the Northern Hunters Point Waterfront Access Plan (WAP).

The Proposed Actions include the following:

- 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-



Project Location

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2-1

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 zoning districts.

- Expand the existing LIC Special District to include portions of the Project Area outside of the existing LIC Special District.
- Remove Special Mixed Use District 9 (MX-9)
- Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR Section 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 ZR to apply the Mandatory Inclusionary Housing Program (MIH) 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 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.
  - Allow for space occupied by schools to be exempt from floor area calculations within the new LIC Special District subareas.
  - Create an authorization that would allow for additional flexibility in building envelope for development utilizing the new school floor area exemption rule; and
  - Create a CPC chair certification to allow the transfer of development rights on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on 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 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 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
  - Designation of UDAA, Approval of an UDAAP, and Disposition of City-Owned Properties:

- Designation of UDAA, project approval of a UDAAP, and disposition of the City-owned property located on Block 24, Lot 7

- Change in the 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 a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.

- Disposition of Non-Residential City-Owned Property (PP) to:

- 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.

PRINCIPAL CONCLUSIONS

As described in detail in this chapter, no significant adverse impacts on land use, zoning, or public policy are anticipated. The Proposed Actions would not adversely affect surrounding land uses, nor would the Proposed Actions generate land uses that would be incompatible with existing zoning and land uses. Furthermore, the Proposed Actions would not result in development that would conflict with adopted public policies.

The Proposed Actions would change the zoning in the Project Area to facilitate development patterns that meet the long-term vision of a sustainable, mixed-use neighborhood anchored by a resilient waterfront. The Proposed Actions would support new housing and jobs in a neighborhood with strong public transit access and in close proximity to the Central Business Districts (CBD) of Long Island City and Midtown Manhattan.

With the proposed zoning, residential uses would be allowed throughout portions of the Project Area, expanding the City's housing supply to help meet the housing needs of current and future residents, and significantly increasing the supply of affordable housing through the application of MIH. New housing would be developed along Anable Basin and the East River, along 44th Drive and Vernon Boulevard, and near downtown Long Island City. The modified Northern Hunters Point WAP would facilitate the potential

creation of approximately 4 acres of publicly accessible waterfront open space, connecting Gantry State Park to Queensbridge Park.

The Proposed Actions would create opportunities for new light industrial space, commercial space, and community facility space, particularly in the core of the Long Island City Industrial Business Zone (IBZ) by expanding the allowable types of non-residential uses. The Proposed Actions would promote residential use outside of the IBZ.

Further, new bulk regulations would encourage a transition in heights from the waterfront to inland areas which would generally contain development at a more contextual scale and with lower building heights.

The Proposed Actions would be consistent with the City's Waterfront Revitalization Program (WRP). The WRP Consistency Assessment Form (WRP #25-025) was reviewed by DCP's Climate and Sustainability Division.

B. METHODOLOGY

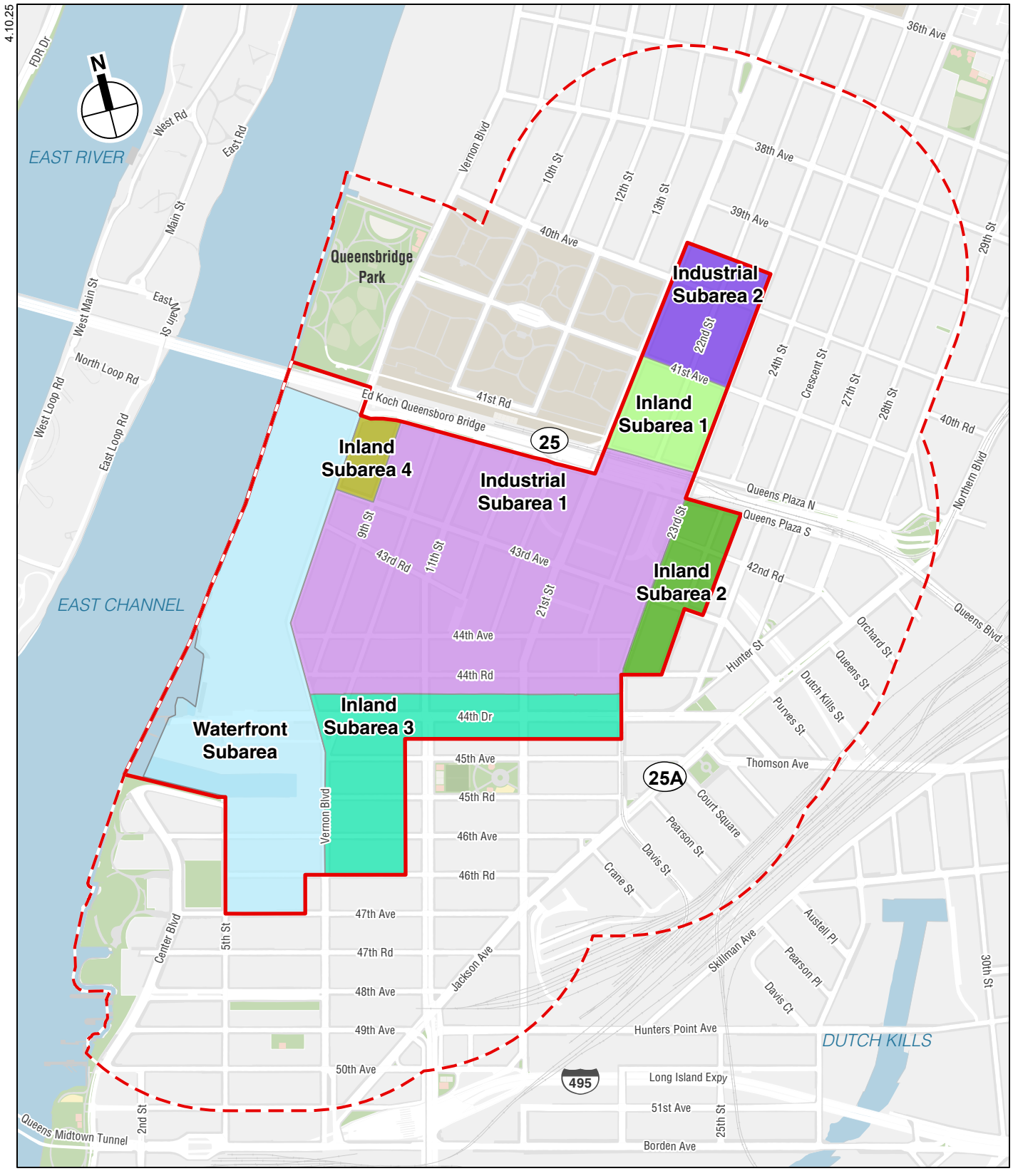
The analysis methodology is based on the guidelines of the *CEQR Technical Manual* and examines the effects of the Proposed Actions on land use, zoning, and public policy, and determines the potential for the Proposed Actions to result in significant adverse impacts. As described in Chapter 1, "Project Description," in order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was established for both the No Action and With Action Conditions for the 2035 Analysis, or "Build" Year.

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the action would result in a change in zoning. Therefore, a detailed analysis has been prepared that describes existing and anticipated future conditions for the 2035 Build Year, assesses the nature of any changes on these conditions created by the Proposed Actions, and identifies those changes, if any, that could be significant or adverse.

Various sources were used to comprehensively analyze the land use, zoning, and public policy characteristics of the study area, including field surveys, land use and zoning maps, and online sources from DCP and the New York City Department of Buildings (DOB).

STUDY AREAS

This chapter identifies a primary study area and a secondary study area (see **Figure 2-1**). The primary study area consists of the Project Area, an approximate 54-block area of the Long Island City neighborhood where the potential effects of the Proposed Actions would be directly experienced. The primary study area is divided into subareas as described below (see **Figure 2-2**). The secondary study area includes neighboring areas within a ¼-mile boundary from the primary study area, which could experience indirect effects as a result of the Proposed Actions; it is generally bounded by 51st Avenue to the south, 37th Avenue to the north, the East River to the west, and Sunnyside Yards to the east (see **Figure 2-1**).



Primary Study Area

C. EXISTING CONDITIONS

LAND USE

PRIMARY STUDY AREA

The Proposed Actions would affect an area of Queens Community Districts (CD) 1 and 2, bounded by Queens Plaza South and the midblock between 39th and 40th Avenues, between 21st and 23rd Streets to the north; the East River, Anable Basin, and 5th Street to the west; 46th and 47th Avenues, 46th Road, and the midblock between 44th Drive and 45th Avenue to the south; and 11th, 23rd, and 24th Streets and the midblock between 24th and Crescent Streets to the east.

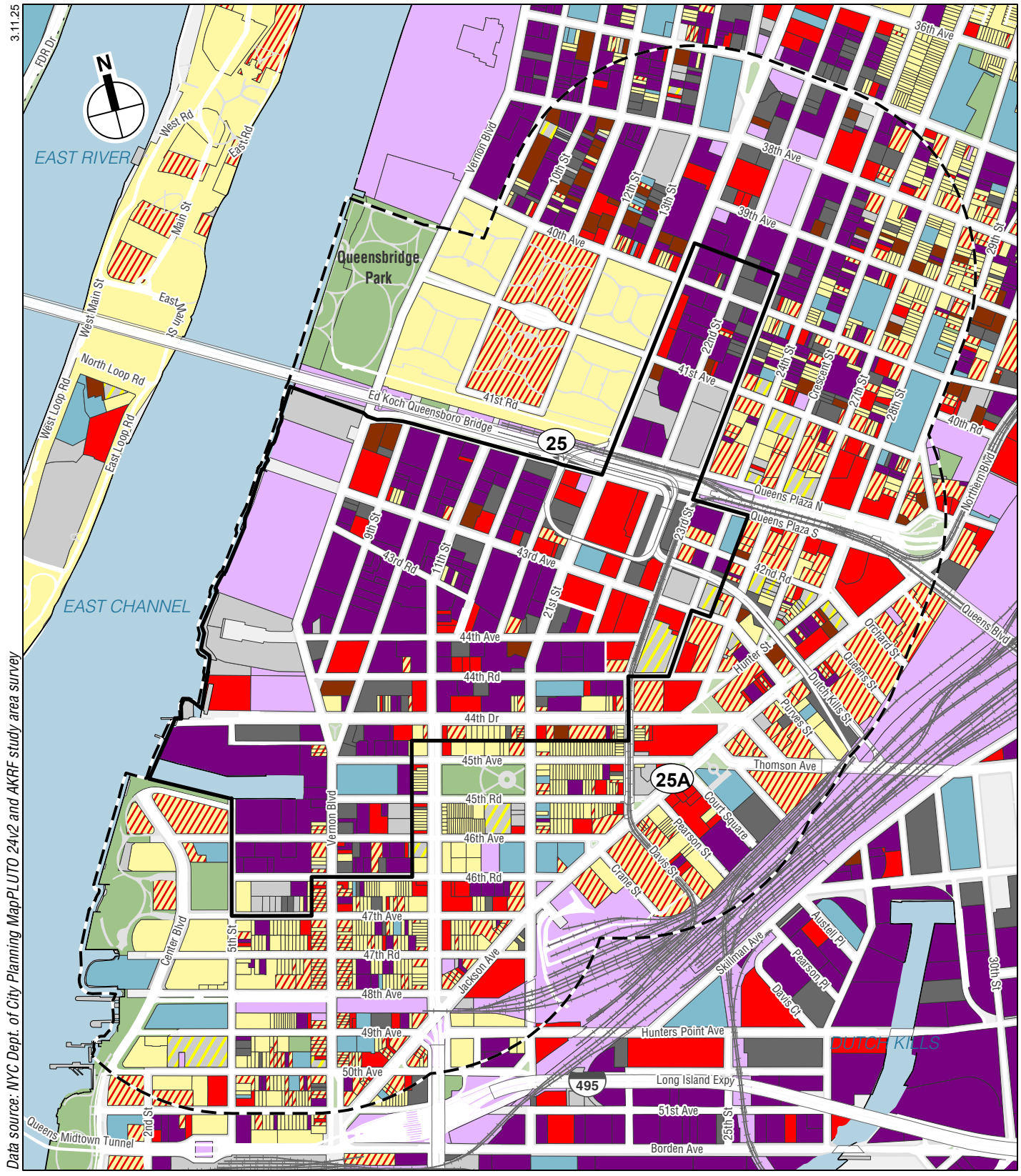
As shown in **Table 2-1,** the primary study area is composed of a mix of land uses, including residential, industrial and manufacturing, commercial, and transportation and utility uses (see **Figure 2-3**). It contains 356 lots, 5.9 million square feet of lot area, and 9.5 million square feet of building area. Industrial and manufacturing uses account for 41.3 percent of the total lots, 41.6 percent of total lot area, and 40.50 percent of total building area in the primary study area. Transportation and utility uses are primarily located on large waterfront lots comprising 12.2 percent of lot area, but only 1.7 percent of total lots and 6.1 percent of building area. Commercial uses occupy 12.9 percent of total lots, 13.4 percent of lot area, and 16.5 percent of building area. Combined, residential and mixed residential and commercial occupy 18.8 percent of total lots, 5.1 percent of lot area, and 15 percent of building area. Approximately 11.1 percent of the primary study area lot area is vacant land or contains vacant buildings. Approximately 10.6 percent of lot area is occupied by parking facilities.

Table 2-1
Existing Land Uses within Primary Study Area

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	35	9.8%	124,658	2.1%	406,139	4.3%
Mixed Residential and Commercial	32	9.0%	177,691	3.0%	1,020,573	10.7%
Commercial	46	12.9%	789,240	13.4%	1,567,254	16.5%
Hotel	8	2.2%	108,502	1.8%	306,107	3.2%
Industrial and Manufacturing	147	41.3%	2,450,300	41.6%	3,846,722	40.5%
Transportation and Utility	6	1.7%	720,703	12.2%	579,330	6.1%
Public Facilities and Institutions	4	1.1%	160,008	2.7%	295,355	3.1%
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	52	14.6%	623,439	10.6%	292,704	3.1%
Vacant Building	1	0.3%	3,995	0.1%	2,448	0.0%
Vacant Land	23	6.5%	655,416	11.1%	0	0.0%
Under Construction	2	0.6%	77,319	1.3%	1,180,555	12.4%
Grand Total	**356**	**100%**	**5,891,271**	**100%**	**9,497,187**	**100%**

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

For the purposes of the land use assessment, the primary study area is comprised of the following subareas for analysis: the Waterfront Subarea, Industrial Subarea 1, Industrial Subarea 2, Inland Subarea 1, Inland Subarea 2, Inland Subarea 3, and Inland Subarea



Primary Study Area (Project Area)

Secondary Study Area (1/4-mile perimeter)

Commercial and Office Buildings

Hotels

Industrial and Manufacturing

Open Space and Outdoor Recreation

Parking Facilities

Public Facilities and Institutions

Residential

Residential with Commercial Below

Transportation and Utility

Under Construction

Vacant Land

0 500 FEET

Existing Land Use

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2-3

4 (see **Figure 2-2**). The Waterfront Subarea consists of the blocks adjacent to the East River and Anable Basin. Industrial Subarea 1 aligns with the southern portion of the Long Island City IBZ and Industrial Subarea 2 aligns with the northern portion of the IBZ. The Inland Subareas constitute the remaining portions of the primary study area, including Inland Subarea 1 which is between the two industrial subareas, Inland Subarea 2 which is between Industrial Subarea 1 and Downtown Long Island City, Inland Subarea 3 which occupies the southernmost portions of the primary study area, and Inland Subarea 4 which occupies a single block between the Waterfront Subarea, Industrial Subarea 1, and the Queensboro Bridge.

Waterfront Subarea

As shown in **Table 2-2,** the Waterfront Subarea is primarily occupied by transportation/utility and industrial/manufacturing space with a small number of residential or mixed residential and commercial buildings. The Waterfront Subarea consists of 52 lots that total approximately 1.8 million square feet of lot area and contains 1,396,064 square feet of building area. The most prevalent land use is transportation and utility, which comprises 38.1 percent of total lot area and 41.1 percent of total building area. Industrial and manufacturing uses comprise approximately 28 percent of total lot area and 39.4 percent of total building area in the Waterfront Subarea. Vacant land occupies 22 percent of total lot area. Commercial uses occupy 1.8 percent of building area. Residential and mixed residential and commercial uses are limited, totaling less than 3 percent of total lot area.

The Waterfront Subarea is defined by its proximity to the East River and Anable Basin. The northern portion of the subarea contains several of the largest lots in the primary study area, including a 138,793-square-foot lot with a power plant and a 458,627-square-foot lot with a Con Edison training facility. The southern portion of the subarea consists of the blocks surrounding Anable Basin. This land is primarily industrial/manufacturing with uses such as auto-repair, light manufacturing, and warehouses.

Table 2-2
Existing Land Uses within the Waterfront Subarea

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	7	13.5%	35,000	1.9%	163,628	11.7%
Mixed Residential and Commercial	7	13.5%	24,744	1.3%	60,404	4.3%
Commercial	1	1.9%	100,990	5.5%	25,675	1.8%
Hotel	0	0.0%	0	0.0%	0	0.0%
Industrial and Manufacturing	16	30.8%	514,895	28.0%	549,909	39.4%
Transportation and Utility	4	7.7%	701,120	38.1%	574,000	41.1%
Public Facilities and Institutions	0	0.0%	0	0.0%	0	0.0%
Open Space and Outdoor Recreation	0	0.0%	0	0.0%	0	0.0%
Parking Facilities	3	5.8%	50,650	2.8%	20,000	1.4%
Vacant Building	1	1.9%	3,995	0.2%	2,448	0.2%
Vacant Land	13	25.0%	409,906	22.3%	0	0.0%
Under Construction	0	0.0%	0	0.0%	0	0.0%
Grand Total	52		1,841,300		1,396,064	

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

The Waterfront Subarea generally consists of large lots stretching from the East River to Vernon Boulevard, while the lots south of 44th Drive are smaller. The residential and mixed residential buildings in the Waterfront Subarea are not located directly on the waterfront, but along Vernon Boulevard near Anable Basin.

The Waterfront Subarea contains three City-owned properties, located in the vicinity of 44th Drive and Vernon Boulevard. On the north side of 44th Drive (Block 489, Lots 1 and 11) is a 510,000-square-foot, six-story loft building owned and operated by the New York City Department of Education (DOE) (the DOE Building). The site is partially occupied and largely used for storage, office space and other administrative uses. To the west of the DOE Building on Block 489, Lots 15 and 23, is a City-owned accessory parking lot used by city employees. On Block 24, Lot 7, to the south side of 44th Drive, is a one-story building owned and operated by the New York City Department of Transportation (DOT). The building is utilized by DOT street and sidewalk repair personnel.

At the western end of 44th Drive is an approximately 140-ft long pier with benches, used for recreation and fishing.

Industrial Subareas 1 and 2

Existing land uses in the Industrial Subareas are primarily industrial / manufacturing and commercial (see **Table 2-3**). The Industrial Subareas consist of 187 lots that total 2.8 million square feet of lot area and contain 4.4 million square feet of building area. Approximately 0.6 percent of total lot area is vacant or contains vacant buildings. Industrial and manufacturing uses are the most prevalent; approximately 57.3 percent of lot area and 58.4 percent of total building area is industrial or manufacturing. Commercial uses occupy approximately 18.6 percent of total building area and 28.5 percent of total lot area. Parking facilities occupy 16.8 percent of total lot area. Residential and mixed residential and commercial uses occupy 2 percent of lot area and 1.7 percent of building area. Public facilities and institutions represent 3 percent of total building area.

Table 2-3
Existing Land Uses within the Industrial Subareas

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	5	2.7%	11,750	0.4%	9,636	0.2%
Mixed Residential and Commercial	7	3.7%	45,748	1.6%	67,543	1.5%
Commercial	31	16.6%	518,470	18.6%	1,245,220	28.5%
Hotel	4	2.1%	55,552	2.0%	133,544	3.1%
Industrial and Manufacturing	102	54.5%	1,600,284	57.3%	2,554,871	58.4%
Transportation and Utility	2	1.1%	19,583	0.7%	5,330	0.1%
Public Facilities and Institutions	2	1.1%	55,508	2.0%	131,250	3.0%
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	31	16.6%	467,617	16.8%	225,954	5.2%
Vacant Building	-	-	-	-	-	-
Vacant Land	3	1.6%	16,649	0.6%	0	0.0%
Under Construction	-	-	-	-	-	-
Grand Total	**187**		**2,791,161**		**4,373,348**	

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

The Industrial Subareas encompass the two sections of the IBZ within the primary study area. Both areas are characterized by industrial and commercial buildings with large footprints and include such uses as offices, breweries, arts-related uses, and distribution and warehousing facilities. Industrial Subarea 1 is coterminous with the southern portion of the IBZ, and generally covers the area bounded by the midblock between 44th Road and 44th Drive, 23rd Street, the Queensboro Bridge, and Vernon Boulevard. Industrial Subarea 2 is coterminous with the northern portion of the IBZ and is bounded by the midblock between 39th and 40th Avenues, 41st Avenue, and 21st and 23rd Streets (see **Figure 2-2**). The Industrial Subareas contain much of the remaining industrial uses in Long Island City and serve an important role in the neighborhood's economy.

Industrial Subarea 1 (see **Table 2-4**) is characterized by low- to mid-rise industrial buildings that are used as distribution and warehousing facilities, garages and auto repair shops, light industrial spaces, and recreation and entertainment spaces. Further, this subarea contains some of the ramp infrastructure for the Queensboro Bridge. The area west of 21st Street is primarily industrial, while the area east of 21st Street is primarily commercial. Recreational uses that require large, open floor plans, such as an indoor pickleball and an indoor tennis facility, occupy former industrial buildings. The subarea also contains light industrial and commercial uses, such as breweries, and many parking facilities. Silvercup Studios, notable in Long Island City for its large, illuminated sign, is located in a former factory building at the southeast corner of 21st Street and Queens Plaza South. Long Island City has experienced growth in hotels in recent years, with Industrial Subarea 1 containing three hotels. Although current zoning regulations prohibit residential use, there are approximately 10 buildings with residential uses in the subarea, all of which pre-date the 1961 zoning. Community facility uses in the subarea include Information Technology High School and John F Kennedy Jr. School at the southeast corner of 21st Street and 44th Road and Mason Tender School at the northeast corner of 21st Street and 43rd Avenue.

Table 2-4
Existing Land Uses within Industrial Subarea 1

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	5	3.3%	11,750	0.5%	9,636	0.3%
Mixed Residential and Commercial	5	3.3%	40,727	1.7%	60,306	1.7%
Commercial	27	17.6%	488,103	19.9%	1,115,334	32.1%
Hotel	3	2.0%	50,510	2.1%	107,137	3.1%
Industrial and Manufacturing	83	54.2%	1,373,313	56.0%	1,861,295	53.6%
Transportation and Utility	2	1.3%	19,583	0.8%	5,330	0.2%
Public Facilities and Institutions	2	1.3%	55,508	2.3%	131,250	3.8%
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	23	15.0%	394,982	16.1%	180,035	5.2%
Vacant Building	-	-	-	-	-	-
Vacant Land	3	2.0%	16,649	0.7%	-	-
Under Construction	-	-	-	-	-	-
Grand Total	**153**		**2,451,125**		**3,470,323**	

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

Industrial Subarea 2 (see **Table 2-5**) has its own unique industrial character with fewer commercial uses than Industrial Subarea 1. While it also contains a mix of light industrial

uses, the buildings in this subarea have smaller footprints, so unlike Industrial Subarea 1, there are no large indoor recreation centers or entertainment production studios. Industrial Subarea 2, however, has a concentration of industrial loft buildings that reach five- to seven stories in height. Aside from warehouse space, these industrial spaces also include painting, recording, and photography studios. Most auto-related uses are located along 23rd Street, between 40th and 41st Avenues. Ground-floor retail uses, including restaurants, convenience stores, and pharmacies, are primarily located along 21st Street, across from the Queensbridge Houses. The area contains one hotel, an 11-story building at the northeast corner of 41st Avenue and 22nd Street. Additionally, two entrances to the 21st Street–Queensbridge Station, serviced by the F train, are located at the northwest corner of 41st Avenue and 21st Street.

Table 2-5
Existing Land Uses within Industrial Subarea 2

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	-	-	-	-	-	-
Mixed Residential and Commercial	2	5.9%	5,021	1.5%	7,237	0.8%
Commercial	4	11.8%	30,367	8.9%	129,886	14.4%
Hotel	1	2.9%	5,042	1.5%	26,407	2.9%
Industrial and Manufacturing	19	55.9%	226,971	66.7%	693,576	76.8%
Transportation and Utility	-	-	-	-	-	-
Public Facilities and Institutions	-	-	-	-	-	-
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	8	23.5%	72,635	21.4%	45,919	5.1%
Vacant Building	-	-	-	-	-	-
Vacant Land	-	-	-	-	-	-
Under Construction	-	-	-	-	-	-
Grand Total	**34**		**340,036**		**903,025**	

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

Inland Subareas 1, 2, 3, and 4

The remaining portions of the primary study area are comprised of Inland Subareas 1, 2, 3 and 4, which predominantly consist of industrial, vacant land, residential, and commercial uses (see **Table 2-6**). In total, the Inland Subareas are composed of 117 lots, 1.25 million square feet of lot area, and 3.7 million square feet of floor area. Industrial and manufacturing developments occupy 26.6 percent of total lot area and 19.9 percent of total building area. Residential developments represent 6.2 percent of lot area and 6.2 percent of total building area and mixed residential and commercial developments represent 8.5 percent of lot area and 23.9 percent of total building area. Commercial and office developments comprise 13.5 percent of total lot area and 8 percent of total building area. Parking facilities occupy 8.4 percent of total lot area. Vacant land is more prevalent in the Inland Subareas than in the Industrial Subareas, but less prevalent than in the Waterfront Subarea. Approximately 18.2 percent of total lot area is vacant land. There are four hotels in the Inland Subareas. Additionally, 31.7 percent of the total building area is under construction, with most of the construction occurring in Inland Subarea 2, adjacent to Downtown Long Island City.

The Inland Subareas are comprised of four non-contiguous areas that cover the remaining portions of the primary study area. Each Inland Subarea has a unique character, with a distinct proliferation of land uses.

Table 2-6
Existing Land Uses within the Inland Subareas

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	23	19.7%	77,908	6.2%	232,875	6.2%
Mixed Residential and Commercial	18	15.4%	107,199	8.5%	892,626	23.9%
Commercial	14	12.0%	169,780	13.5%	296,359	8.0%
Hotel	4	3.4%	52,950	4.2%	172,563	4.6%
Industrial and Manufacturing	29	24.8%	335,121	26.6%	741,942	19.9%
Transportation and Utility	0	0.0%	0	0.0%	0	0.0%
Public Facilities and Institutions	2	1.7%	104,500	8.3%	164,105	4.4%
Open Space and Outdoor Recreation	0	0.0%	0	0.0%	0	0.0%
Parking Facilities	18	15.4%	105,172	8.4%	46,750	1.3%
Vacant Building	0	0.0%	0	0.0%	0	0.0%
Vacant Land	7	6.0%	228,861	18.2%	0	0.0%
Under Construction	2	1.7%	77,319	6.1%	1,180,555	31.7%
Grand Total	**117**		**1,258,810**		**3,727,775**	

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

Inland Subarea 1 (see **Table 2-7**) consists of two blocks bounded by 41st Avenue, 23rd Street, Queens Plaza North, and 21st Street. The majority of lot area is vacant land; the entire block east of 22nd Street is vacant. The western block contains two vacant lots, a large storage facility, a two-story industrial building, and nine-story hotel. The 21st Street–Queensbridge Station, serviced by the F train, is just north of the area.

Table 2-7
Existing Land Uses within the Inland Subarea 1

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	-	-	-	-	-	-
Mixed Residential and Commercial	-	-	-	-	-	-
Commercial	-	-	-	-	-	-
Hotel	1	12.5%	7,200	2.7%	40,946	11.0%
Industrial and Manufacturing	3	37.5%	98,722	36.7%	330,826	89.0%
Transportation and Utility	-	-	-	-	-	-
Public Facilities and Institutions	-	-	-	-	-	-
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	-	-	-	-	-	-
Vacant Building	-	-	-	-	-	-
Vacant Land	4	50.0%	162,911	60.6%	0	0.0%
Under Construction	-	-	-	-	-	-
Grand Total	**8**		**268,833**		**371,772**	

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

Inland Subarea 2 (see **Table 2-8**) consists of the blocks east of Industrial Subarea 1. This subarea is located between the primary study area's largest industrial area and Downtown Long Island City, consisting of residential and commercial high-rises. The subarea contains industrial and manufacturing buildings, vacant land, mixed residential and commercial, and office uses, serving as a transition between the industrial area to the west and central business district to the east. Industrial uses range from a single-story garage, housing a furniture showroom, to two four-story industrial loft buildings. There is one mixed residential and commercial building in the area, a 44-story tower at the northeast corner of 42nd Road and 23rd Street. Two more residential high-rise towers are under construction: a 67-story building at the northeast corner of 23rd Street and 44th Road, and 35-story building at the southeast corner of 42nd Road and 23rd Street. Other uses in Inland Subarea 2 include the Apex Technical School, a community facility use, at the southeast corner of 24th Street and Queens Plaza South, and the Queensboro Bridge Ramps which occupy lots in the middle of the blocks between 42nd Road and 43rd Avenue.

Table 2-8
Existing Land Uses within the Inland Subarea 2

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	-	-	-	-	-	-
Mixed Residential and Commercial	2	12.5%	25,874	10.2%	620,795	29.6%
Commercial	2	12.5%	22,790	8.9%	100,742	4.8%
Hotel	-	-	-	-	-	-
Industrial and Manufacturing	3	18.8%	45,671	17.9%	120,000	5.7%
Transportation and Utility	-	-	-	-	-	-
Public Facilities and Institutions	1	6.3%	24,500	9.6%	74,105	3.5%
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	5	31.3%	24,727	9.7%	0	0.0%
Vacant Building	-	-	-	-	-	-
Vacant Land	1	6.3%	33,950	13.3%	0	0.0%
Under Construction	2	12.5%	77,319	30.3%	1,180,555	56.3%
Grand Total	**16**		**254,831**		**2,096,197**	

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

Inland Subarea 3 (see **Table 2-9**) is the largest of the Inland Subareas and occupies the blocks south of the Industrial 1 Subarea. Similar to Inland Subarea 2, this subarea blends the industrial character of Industrial Subarea 1, with the residential character of the Hunters Point neighborhood, which is contained in the subarea. Inland Subarea 3 is characterized by manufacturing / industrial, residential, commercial, and parking uses. Industrial uses are primarily located north of 44th Drive, and in the interior of the blocks along Vernon Boulevard and include distribution and warehousing facilities, garages and auto repair shops, light industrial spaces, and recreation and entertainment spaces contained in low- and mid-rise industrial buildings. On 44th Drive, a warehouse building has been converted into a rock-climbing gym. Residential uses in Inland Subarea 3 are primarily located along 44th Drive. Such uses are contained within 2-story houses, 3- to 5-story walk-up apartment buildings, and recently constructed 6- to 10-story elevator buildings. Many residential buildings have ground floor commercial uses. Other

commercial uses are housed in converted loft buildings. Additional commercial uses are sparse throughout the area, but primarily comprise converted single-story industrial buildings. Other uses in the area include Apex Technical School, a community facility, at the northeast corner of 11th Street and 44th Drive, and the New York Blood Center on Vernon Boulevard between 45th Avenue and 45th Road.

Table 2-9
Existing Land Uses within the Inland Subarea 3

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	23	23	23	23	23	23
Mixed Residential and Commercial	25.8%	25.8%	25.8%	25.8%	25.8%	25.8%
Commercial	77,908	77,908	77,908	77,908	77,908	77,908
Hotel	12.2%	12.2%	12.2%	12.2%	12.2%	12.2%
Industrial and Manufacturing	232,875	232,875	232,875	232,875	232,875	232,875
Transportation and Utility	20.6%	20.6%	20.6%	20.6%	20.6%	20.6%
Public Facilities and Institutions	16	16	16	16	16	16
Open Space and Outdoor Recreation	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Parking Facilities	81,325	81,325	81,325	81,325	81,325	81,325
Vacant Building	12.7%	12.7%	12.7%	12.7%	12.7%	12.7%
Vacant Land	271,831	271,831	271,831	271,831	271,831	271,831
Under Construction	24.1%	24.1%	24.1%	24.1%	24.1%	24.1%
Grand Total	**89**		**640,021**		**1,129,234**	

Note: sf = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

Inland Subarea 4 (see **Table 2-10**) consists of a single block bounded by Queens Plaza South, 9th Street, 43rd Avenue, and Vernon Boulevard. It contains commercial uses, including a hotel, restaurant, and entertainment uses.

Table 2-10
Existing Land Uses within the Inland Subarea 4

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	-	-	-	-	-	-
Mixed Residential and Commercial	-	-	-	-	-	-
Commercial	1	25.0%	54,375	57.2%	47,657	36.5%
Hotel	2	50.0%	35,750	37.6%	77,915	59.7%
Industrial and Manufacturing	-	-	-	-	-	-
Transportation and Utility	-	-	-	-	-	-
Public Facilities and Institutions	-	-	-	-	-	-
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	1	25.0%	5,000	5.3%	5,000	3.8%
Vacant Building	-	-	-	-	-	-
Vacant Land	-	-	-	-	-	-
Under Construction	-	-	-	-	-	-
Grand Total	**4**		**95,125**		**130,572**	

Note: sq = square feet
Sources: New York City PLUTO data files 2024v2; AKRF Field Survey, November 2024.

SECONDARY STUDY AREA

The secondary study area extends approximately ¼ mile from the primary study area, terminating in the west at the East River waterfront. The secondary study area generally extends north to 37th Avenue, east to Sunnyside Yards, and south to 51st Avenue. The assessment of land use in the secondary study area is discussed by neighborhood and covers parts of Hunters Point, Downtown Long Island City, Dutch Kills, Ravenswood, and Queensbridge Houses (portions of the neighborhoods beyond the Project Area). (see **Figure 2-1**).

Hunters Point

For the purpose of this assessment, the Hunters Point neighborhood is generally defined as the section of the secondary study area bounded by the East River, 23rd Street, and Davis Street. This section of Long Island City is primarily residential and mixed residential and commercial.

Fifth Street divides the neighborhood into areas of distinct character. To the west of 5th Street is the Queens West development, a project led by New York State, New York City, and the Port Authority of New York and New Jersey (PANYNJ) that redeveloped the area with high-density residential, local commercial uses, schools, and public open space. The original project plan, which was approved in 1990, included the redevelopment of the entire waterfront area between Anable Basin and Newtown Creek (which at the time primarily contained light industrial and vacant or underutilized properties). The southern section of the waterfront is now known as Hunters Point South. The project was divided into four phases—the first two of which were developed by the Queens West Development Corporation (QWDC), a state agency. The Queens West project developed Gantry Plaza State Park, which runs along the waterfront south of Anable Basin and contains a waterfront esplanade with seating, paved walkways and lawns (a portion of the waterfront esplanade runs along the southern side of Anable Basin to 5th Street), and a plaza and seating area is located on Anable Basin at the end of Center Boulevard (which runs through Queens West). The Queens West project also included development on 11 parcels: 10 of the parcels have been developed with large residential towers (ranging from approximately 25 to 40 stories) fronting on Center Boulevard totaling approximately 4,800 DUs; several of them include retail spaces on the ground floor. The towers on the east side of Center Boulevard include attached parking structures that extend to 5th Street. A public school (P.S./I.S.78) constructed as part of the project has two locations: one at the corner of 5th Street and 46th Avenue, and another at the corner of Center Boulevard and 48th Avenue. The final parcel of the QWDC project contains the Queens Public Library at Hunters Point. The Long Island City–Gantry Plaza State Park landing for the NYC Ferry service is located to the south of Anable Basin and is served by the Astoria and Lower East Side ferry routes.

The area between 5th Street and Sunnyside Yards, south of the midblock between 44th Drive and 45th Avenue, contains the greatest mix of uses in the study area with residential buildings (largely older two- to four-story walk-up apartment buildings and single- or two-family residences) interspersed between two- to five-story commercial or manufacturing buildings. This area also contains several larger, more recently constructed residential buildings, and several sites that are currently under construction with higher density buildings (discussed below under “The Future without the Proposed Actions”). Many of the buildings in the area feature ground floor retail space, particularly along the Vernon

Boulevard and Jackson Avenue corridors. High-rise residential towers, similar to those in Downtown Long Island City, can be found on Jackson Avenue, south of Court Square. This area also contains several public open spaces, including Murray Playground (near 11th Street and 45th Avenue) and Hunters Point Community Park (on 48th Avenue near Vernon Boulevard). Community facilities in this area include the popular Museum of Modern Art (MoMA) PS1 contemporary art museum, located in a former school building near 46th Avenue and 21st Street and a house of worship, St. Mary's Roman Catholic Church, located on Vernon Boulevard near 49th Avenue.

Downtown Long Island City

Downtown Long Island City is defined as the area between the primary study area and Sunnyside Yards, and extends north from Hunters Point to 41st Avenue. This area contains the Court Square section of Long Island City, which, along with the waterfront area near Gantry State Park and the Queens West Development, is among the most densely developed portions of the secondary study area, with many high-rise residential and commercial buildings. This includes the 49-story former Citigroup office tower, located on Jackson Avenue near 44th Drive. The City University of New York (CUNY) Law School is located to the north of the former Citigroup tower along 44th Drive. Several high-rise residential towers (generally 25 to 35 stories) are located along Jackson Avenue to the north of the former Citigroup tower.

The area between Court Square and Queens Plaza has experienced major redevelopment in the past decade. There are many recently constructed high-rise residential and office towers with ground floor commercial space along Queens Plaza South and Jackson Avenue. Recent construction west of Jackson Avenue and south of 42nd Street generally contains 8- to 14-story mixed-use residential buildings with ground floor retail. The area also contains older buildings consisting of three- to four-story residential walkups, and one- to two-story light industrial and commercial buildings. Other uses in this area include SculptureCenter, a community facility, on Purves Street, and the Queensboro Plaza station, north of Queens Plaza South.

The area between Queens Plaza and 41st Avenue has been redeveloped with many mixed residential and commercial buildings. Commercial and office uses consist of converted industrial lofts, and one- and two-story retail buildings. Single-story light industrial uses can be found on 41st Avenue. A school, Gotham Tech High School, is located at the southeast corner of 41st Avenue and 28th Street. Open Spaces include Dutch Kills Green, an approximately 1.43-acre plaza bounded by Queens Plaza North, Queens Boulevard, and Northern Boulevard. This plaza, formerly a parking lot, was developed in 2011 with benches, landscaping, and pedestrian and bicycle paths. The park is connected to the Queensboro Bridge Greenway, an approximately 0.33-acre pedestrian path and bikeway that runs between 21st and 29th Streets and provides a connection to Queensboro Bridge Park.

Downtown Long Island City is well served by public transportation. The Queensboro Plaza station is served by the N, W, and 7 subway lines, the Court Square station is served by the E, G, M, and 7 subway lines, and the Queens Plaza station is serviced by the E, M, and R subway lines.

Dutch Kills

The Dutch Kills neighborhood is defined as the portion of the secondary study area generally north of the primary study area and east of 21st Street. Dutch Kills has a diverse mix of land uses, including industrial/manufacturing and residential and mixed use residential with ground floor commercial space. Manufacturing uses in Dutch Kills are most prevalent west of Crescent Street. Such uses consist of one- to three-story buildings housing distribution and warehousing facilities, garages and auto repair shops, and light industrial spaces. The neighborhood also has some larger industrial buildings in the form of self-storage or five- to six-story lofts. Residential uses in Dutch Kills are most prevalent east of Crescent Street, particularly in the northeastern section of the secondary study area. Residential uses take a wide range of forms including two- and three-story attached row houses, single-family detached homes, and six- to ten-story apartment buildings with ground floor commercial space. Larger residential buildings are generally found on the east-west avenues, while smaller buildings are found on the north-south streets.

Parking facilities, transportation and utility, commercial, and community facility uses are also common in the neighborhood. Parking facilities are concentrated in the northwestern portion of the neighborhood. A Con Ed substation occupies the entire block between 38th and 39th Avenues and 22nd and 23rd Streets. Commercial uses generally include grocery stores and delis, offices, and a rock-climbing center. Dutch Kills has many community facility uses including schools, houses of worship, day care facilities, and a theater. There are also mid-rise hotel buildings in the neighborhood, such as the seven-story Home2 Suites by Hilton at 39-06 30th Street and 11-story Vista LIC Hotel at 27-05 38th Avenue.

Ravenswood

The Ravenswood neighborhood is defined as the portion of the secondary study area north of 40th Avenue and west of 21st Street. The area is predominantly manufacturing, with commercial, residential, parking, and hotel uses scattered throughout. Manufacturing uses are primarily one- and two- story buildings housing distribution and warehousing facilities, garages and auto repair shops, and light industrial spaces. Residential uses are primarily two- to three-story row houses, or walk-up apartment buildings with ground floor retail. The neighborhood has a high concentration of hotels, with almost every block having one or more hotels. Notable hotels include the 16-story Wingate by Wyndham Long Island City at 38-70 12th Street and SpringHill Suites at 38-39 9th Street. Community facility uses include the Queens Public Library at Long Island City and P.S. 111 Jacob Blackwell on the block bounded by 13th, 14th, and 21st Streets, and 37th and 38th Avenues. The Ravenswood Generating Station, a large, natural gas- and fuel oil-fired power plant located adjacent to the East River is just to the west of the neighborhood.

Queensbridge Houses

Queensbridge Houses is a large NYCHA development between Queens Plaza North, 21st Street, 40th Avenue, and Vernon Boulevard. The complex consists of 29 six-story apartment buildings and is the largest public housing complex in New York City. The buildings are grouped into six clusters, in which the buildings in each cluster form a perimeter around a courtyard with open space and recreation. Roads and walking paths wind through the campus and divide the buildings. Community facility and neighborhood

retail uses are found at the center of the campus, including a community center—the Jacob A. Riis Settlement House; a childcare facility; health center; supermarket; and restaurants. Queensbridge Park is located to the west of the campus, between Vernon Boulevard and the East River.

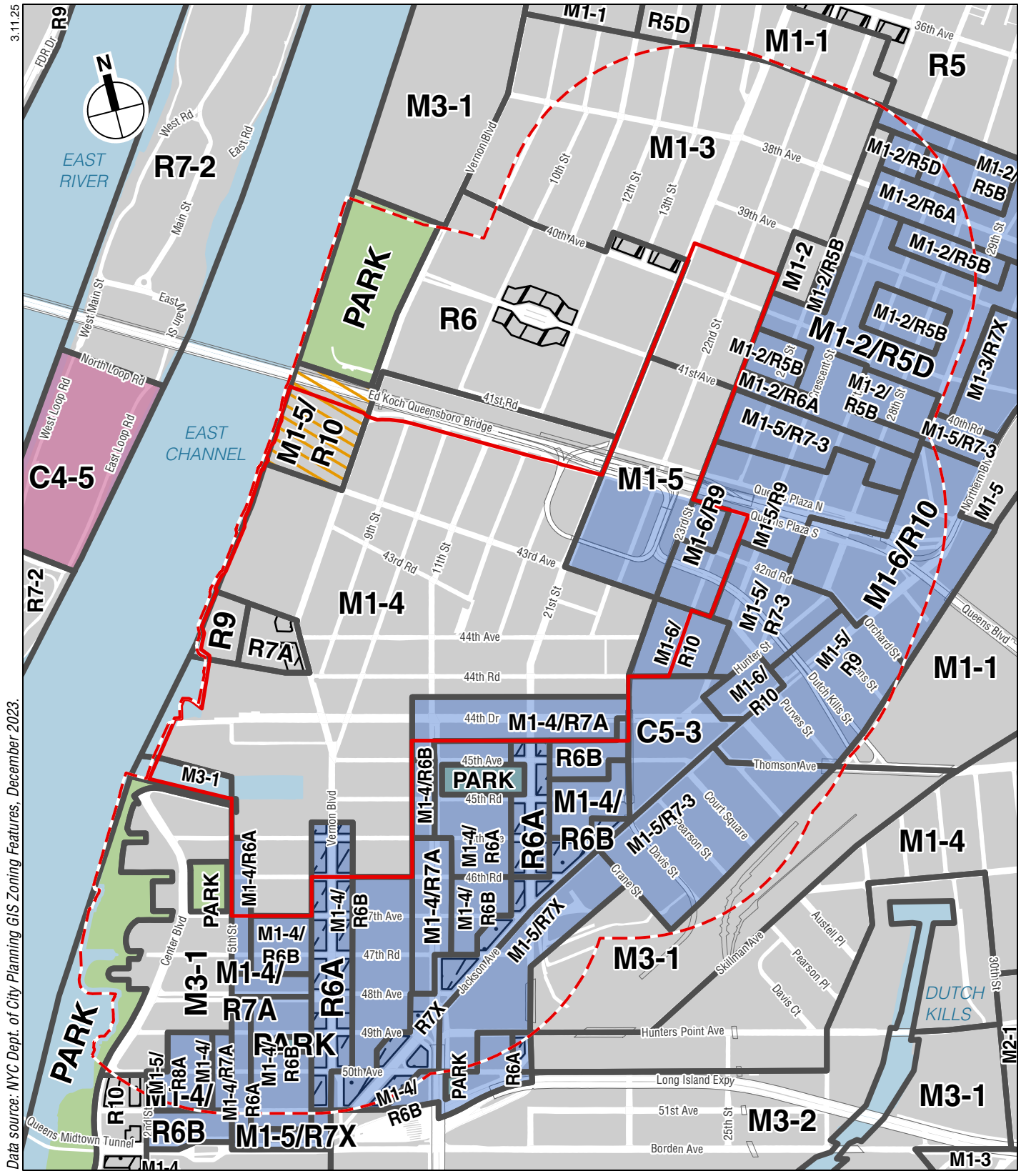
ZONING

PRIMARY STUDY AREA

The existing zoning in the primary study area is composed of R6A, R6B, R7A, R9, M1-3, M1-4, M3-1, M1-4/R6A, M1-4/R7A, M1-5, M1-5/R9, M1-6/R9, M1-5/R10, and M1-6/R10 zoning districts (see **Figure 2-4**). Six zoning changes have been adopted since 1997. As discussed in more detail in Chapter 1, "Project Description," these zoning changes include:

- The Northern Hunters Point WAP, approved in 1997, established a WAP on the blocks around Anable Basin and north to Queensbridge Park. Waterfront zoning regulations are intended to ensure that waterfront development provides public open space and maintains visual corridors.
- The Special Long Island City Mixed Use District, or LIC, approved in 2001, was created to guide the development of a compact, well-defined business district with a lively and rich mix of uses in Long Island City. It includes the Court Square (CS), Queens Plaza (QP), Hunters Point (HP), and Dutch Kills (DK) Subdistricts.
- Mixed-use zoning districts were established in 2004 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 to include the Hunters Point Subdistrict (HP) and established new regulations with regard to the HP Subdistrict.
- A rezoning application advanced by Silvercup Studios, approved in 2006, approved an application to rezone five lots south of the Queensborough Bridge, between Veron Boulevard and the East River. The application 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 boundaries of the LIC Special District were expanded again in 2008 to include the Dutch Kills Subdistrict (DK). The expanded LIC Special District affected Queens Community District 1
- A rezoning application advanced by Dynamic Star, approved in 2022, approved an application to rezone a block bound by Queens Plaza South, 23rd Street, 42nd Road and 24th Street. The application rezoned an M1-5/R9 district within the QP Subdistrict of the LIC Special District to a new M1-6/R9 district within the QP Subdistrict.

Existing zoning districts are summarized in **Table 2-11,** shown in **Figure 2-4**, and discussed below.



Existing Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2-4

Table 2-11
Summary of Existing Allowable Densities
Primary Study Area

Zoning District	Standard Residential FAR	Qualifying Affordable Housing or Qualifying Senior Housing FAR	Industrial/Commercial FAR	Community Facility FAR
R6B[1]	2.0	2.40	-	2.0
R6A/C1-5[1]	3.0	3.90	2.0	3.0
R7A	4.0	5.01	-	4.0
R7A/C2-5	4.0	5.01	2.0	4.0
R9	7.52	9.02	-	10.0
M1-3	-	-	5.0	6.5
M1-4	-	-	2.0	6.5
M1-5[2]	-	-	5.0	6.5
M3-1	-	-	2.0	-
M1-4/R6A[1]	3.0	3.90	2.0	3.0
M1-4/R7A[1]	4.0	5.01	2.0	4.0
M1-5/R9[2]	8.0	9.60	8.0	8.0
M1-5/R10[3]	10.0	12.0	5.0	10.0
M1-6/R9[2]	8.0	9.60	15.0	10.0
M1-6/R10[2]	12.0	12.0	12.0	12.0

Notes:
[1] Within LIC – HP
[2] Within LIC – QP
[3] Within MX-9

R6A (Within LIC – HP)

Within the primary study 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 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, 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 primary study area, an R6B district is mapped on one partial block at the intersection of 23rd Street and 44th Drive.

An 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 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)

An R7A district is mapped on one partial block, bounded by Vernon Boulevard to the east, the DOE Building to the south, the R9 zoning district to the west, and the Con Edison property to the north.

R7A districts are medium-density contextual residential districts that allow all types of community facility and residential. 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)

An R9 district is mapped on one partial block bounded by the East River to the west, a SBS property to the south, the R7A zoning district to the east, and the Con Edison property to the north.

R9 districts are high-density non-contextual residential districts that 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 standard residence envelope. Where the standard residence envelope is utilized, base heights are permitted to be between 60 and 95 feet on narrow streets and 135 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. 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)

An M1-3 district is mapped east of the Queensbridge Houses on two full and two partial blocks. The M1-3 district is bounded by 41st Avenue to the south, 23rd Street to the east, the midblock between 39th and 40th Avenues to the north, and 21st Street to the west.

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

M1-3 and M1-5 districts are medium density, light manufacturing districts, which serve as 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 building height. Additionally, towers are permitted to penetrate the sky exposure plane, provided the towers adhere to additional setback and coverage criteria.

M1-4 (Outside LIC)

An M1-4 district is mapped on 37 full and two partial blocks and accounts for 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 the midblock between 44th Drive and 44th Road to the south; and 11th Street, 23rd Street, and 21st Street to the east.

M1-4 districts are non-contextual light manufacturing districts, which serve as buffers between other manufacturing districts and adjacent residential or commercial districts. 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 the towers adhere to additional setback and coverage criteria.

M3-1 (Outside LIC)

Within the Project Area, an M3-1 district 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)

An M1-4 district is paired with an R6A district and mapped on two partial blocks along 5th Street. Paired districts combine a manufacturing and a residential district and are mapped in the HP Subdistrict of the LIC. The paired district is bounded by 5th Street to the west, 46th Avenue to the north, 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 heights may reach a maximum of 75 feet for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing. The 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, an M1-4 district is paired with an R7A district 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 HP Subdistrict of the LIC Special District. The paired district is bounded by 23rd Street to the east, the midblock between 44th Drive and 44th Road to the north, a point 100 feet west of 11th Street to the west, and the midblock 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, 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 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)

An M1-5 district is paired with an R9 district 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 QP Subdistrict of the LIC Special District. The M1-5 / R9 district corresponds specifically to Area B of the QP Subdistrict. The paired district is bound by Queens Plaza South and 42nd Street, the midblock between 24th Street and Crescent Street to the east, 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 QP Subdistrict modifies many standard regulations for paired districts. It 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 and a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing. 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/R10 (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 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 CPC to modify regulations related to surface area, illumination, projection, or height of signs. The MX-9 district contains specific provisions that would allow the CPC to waive restrictions on the size of illuminated signs.

M1-6 / R9 (Within LIC – QP)

An M1-6 district is paired with an R9 district and mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the QP Subdistrict of the LIC Special District. M1-6 / R9 corresponds specifically to Area D of the QP Plan. The paired district is bound by Queens Plaza South, 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 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. It 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 Subdistrict. The M1-6/R10 district corresponds specifically to Areas A-1 and A-2 of the QP Subdistrict. Portions of only Area A-2 are in the primary study 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 districts are non-contextual light manufacturing districts paired with 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. It permits retail establishments of all sizes, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying zoning requirements. Area A-2 permits a maximum FAR of 12.0 for all uses and base heights range between 60 feet and 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. C1-5 overlays are located across four full blockfronts and two partial blockfronts within the primary study area along Vernon Boulevard at a 100-foot depth where an R6A district is mapped. A C2-5 overlay is located at a 100-foot depth along the western side of Vernon Boulevard between 44th Road and 100 feet north of 44th Avenue where an R7A district is mapped.

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 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.

Northern Hunters Point Waterfront Access Plan

The proposal for the Northern Hunters Point WAP was adopted by the CPC on September 3, 1997. To date, the WAP has not generated any waterfront open space as the area has experienced no redevelopment since its establishment.

The Northern Hunters Point Waterfront was subdivided 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 WAP and the location of certain features mandated or permitted by the WAP. The maps can be found in the ZR Section 62-951 paragraph (f).

The Northern Hunters Point WAP is mapped on the blocks around Anable Basin and north to Queensbridge Park.

New developments or enlargement in waterfront areas, 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.

Special Long Island City Mixed Use District

As noted above, a portion of the primary study area is located within the LIC Special District, primarily the HP and QP Subdistricts. The LIC Special District is intended to promote the development and expansion of the longstanding mix of uses within the Long Island City area (residential, commercial, industrial, and cultural) at varying densities. This includes the pairing of residential and manufacturing zoning districts, as described above. The LIC Special District also provides 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.

In the HP Subdistrict, mapped on southern portions of the primary study area, the FAR is governed by the underlying zoning districts, with special provisions related to commercial uses, bulk, parking, and street wall location. Specifically, the 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.

The QP Subdistrict, mapped on northeastern portion of the Project Area, modifies many standard regulations for paired districts. It permits retail establishments of all size, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying regulations. The QP Subdistrict raises maximum base heights, and does not limit overall building height, to encourage large towers. Uses with a size limitation for M1 districts under Use Group VI (Retail and Services) are permitted without a size regulation. The QP Subdistrict also 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.

Special Mixed Use District (MX-9)

The MX-9 district permits paired residential and manufacturing zoning districts, in an area along the East River, south of Queensbridge Park. The special district is mapped with an M1-5/R10 zoning district. The MX-9 contains provisions for a special permit o allow the CPC to modify regulations related to surface area, illumination, projection, or height of signs.

SECONDARY STUDY AREA

The secondary study area includes the zoning districts discussed above under "Primary Study Area" and additional zoning districts, all of which are presented in **Table 2-12** and described below.

Special Southern Hunters Point District

In 2008, the EDC submitted an application to amend the ZR to establish the Special Southern Hunters Point District (SHP District). 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 SHP applies special use, bulk, and height and setback provisions that govern the planned waterfront development in this area.

Table 2-12
Existing Zoning Districts within the Secondary Study Area

Name	Definition/General Use	Maximum FAR
Residential Districts		
R6	R6 are non-contextual, medium-density districts that allow height factor or Quality Housing regulations.	R: 2.20 or 3.90[1] ; CF:4.8
R6A	R6A are contextual districts that produce high lot coverage, five- to six-story apartment buildings near the street line.	R: 3.0 or 3.90[1]; CF:3.0
R6B	R6B are contextual, medium-density districts that generally contain traditional row houses.	R: 2.0 or 2.40[1], CF: 2.0
R7X	R7X are contextual districts that generally produce 12- to 14-story apartment buildings with provisions to line up with adjacent buildings	R: 5.0 or 6.0[1], CF: 5.0
R10	R10 are high-density residential districts that allow 21-story buildings with high lot coverage, or even taller buildings with lower lot coverage.	R:10.0 or 12.0[1], CF: 10
Commercial Districts		
C1-3 Overlay (R6)	C1 and C2 overlays are mapped within residence districts on streets that serve local retail needs. Commercial buildings are subject to commercial bulk rules and residential bulk is governed by the underlying residential district. Generally, the lower the numerical suffix, the more off-street parking is required.	R: 2.20 or 3.90[1]; CF: 4.8 C: 2.0
C1-5 Overlay (R6A)		R: 3.0 or 3.90[1]; CF: 3.0; C: 2.0
C2-5 Overlay (R7X)		R: 5.0 or 6.0[1], CF: 5.0; C: 2.0
C2-5 Overlay (R10)		R:10.0 or 12.0[1], CF: 10; C: 2.0
C5-3	High-density general central commercial district, residential and community facility uses allowed.	R: 10.0 or 12.0[1]; CF: 15.0; C: 15.0
Manufacturing Districts		
M1-1	M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, which must meet the stringent M1 performance standards.	M: 1.0; C: 1.0; CF: 2.4
M1-2		M: 2.0; C: 2.0; CF: 4.8
M1-3		M: 5.0; C: 5.0; CF: 6.5
M1-4		M: 2.0; C: 2.0; CF: 6.5
M1-2/R5B[1]	Paired districts combine a manufacturing and a residential district, enabling residential and non-residential uses to be placed in 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. In paired districts, the residential envelopes govern building height.	R: 1.50; M: 2.0; C: 2.0; CF: 1.5
M1-2/R5D[1]		R: 2.0; M: 2.0; C: 2.0; CF: 2.0
M1-2/R6A[1]		R: 3.0 – 3.90[1]; M: 2.0; C: 2.0; CF: 3.0
M1-4/R6A[2]		R: 3.0 – 3.90[1]; M: 2.0; C: 2.0; CF: 3.0
M1-4/R6B[2]		R: 2.0 or 2.40[1]; M: 2.0; C: 2.0; CF: 2.0
M1-4/R7A[2]		R: 4.0 or 5.01[1]; M: 2.0; C: 2.0; CF: 4.0
M1-5/R7-3[2]		R: 5.0 or 6.0[1]; M: 5.0; C: 5.0; CF: 6.5
M1-5/R7X[2]		R: 5.0 or 6.0[1]; M: 5.0; C: 5.0; CF: 5.0
M1-5/R8A[2]		R: 6.02 or 7.20[1]; M: 5.0; C: 5.0; CF: 6.5
M1-5/R9[3]		R: 8.0 or 9.60[1]; M: 8.0; C: 8.0; CF: 8.0
M1-6/R10[3]		R: 12.0; M: 12.0; C: 12.0; CF: 12.0
M3-1	M3 districts are designated for area with heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities, and recycling plants.	M: 2.0; C: 2.0
M3-2		M: 2.0; C: 2.0

Table 2-12
Existing Zoning Districts within the Secondary Study Area

Name	Definition/General Use	Maximum FAR
	Special Districts	
Special Southern Hunters Point District (SHP)	The Special Southern Hunters Point District seeks to transform an underutilized waterfront area into a higher-density mixed use development with residential and retail uses, community facilities, a public park and waterfront open space.	See above for details
Special Long Island City Mixed Use District (LIC)	The Special Long Island City Mixed Use District promotes the development and expansion, at varying densities, of the longstanding mix of residential, commercial, industrial and cultural uses found in its four subdistricts—Court Square, Queens Plaza, Hunters Point and Dutch Kills.	See above for details

Notes:
R=Residential; CF=Community Facility; C=Commercial; and M=Manufacturing
[1] [1]Within Dutch Kills Subdistrict
[2] Within Hunters Point Subdistrict[3] Within Queens Plaza Subdistrict
Source: DCP

Special Long Island City Mixed Use District

In addition to the subdistricts of the LIC Special District, the secondary study area contains portions of the CS and DK Subdistricts. The CS Subdistrict is meant to encourage transit-oriented development in the Court Square area of Long Island City. It mandates subway improvements in exchange for an FAR bonus. The CS Subdistrict also has special sign and sidewalk widening regulations. The DK Subdistrict provides mixed-use contextual zoning designations and ensures a more predictable building scale appropriate to existing contexts, while allowing a broad mix of uses.

PUBLIC POLICY

PRIMARY AND SECONDARY STUDY AREAS

Several public policies that affect the primary study area also affect the secondary study area. Policies affecting both study areas are only discussed once, and include:

Housing Our Neighbors

In June 2022, the Adams Administration released *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, a citywide housing plan that focuses strategies and investment on the creation and preservation of high-quality, affordable housing for all New Yorkers, including seniors and households experiencing homelessness. *Housing Our Neighbors* encourages new housing supply throughout the City through critical investments in the City's affordable housing stock. It calls for the development of new affordable housing in neighborhoods with strong access to transit and jobs. The plan also calls for investments in infrastructure and services to support lower-income New York City households and help ensure that residents of all income levels have access to economic opportunity.

City of Yes

City of Yes is the City's plan to modernize and update zoning regulations to support small businesses, create affordable housing, and promote sustainability. The *City of Yes* includes three initiatives that have been adopted by the CPC and City Council:

- The *City of Yes for Carbon Neutrality* modernized the City's zoning regulations to support climate goals. In order to reduce greenhouse gas emissions by 2050, the City's goals include transforming the energy grid, retrofitting existing buildings, and shifting to electric vehicles, transit and other modes. DCP, DOB, the New York City Fire Department (FDNY), and the Mayor's Office of Climate and Environmental Justice (MOCEJ) are working together on the proposal to clear the way for the necessary green investments. The *City of Yes for Carbon Neutrality* includes support for a renewable energy grid by making it easier for building owners to add rooftop solar panels; removing obstacles to clean, efficient building construction and renovation methods; allowances for more electrical vehicle charging stations on City streets; and reducing carbon emissions by minimizing landfill waste and stormwater processing. The *City of Yes for Carbon Neutrality* was approved by CPC on September 11, 2023 and passed the City Council on December 6, 2023.
- The *City of Yes for Economic Opportunity* updated the City's zoning regulations to support small businesses, create thriving commercial corridors, and bolster New York City's economic recovery. The *City of Yes for Economic Opportunity* proposed the removal of outdated limitations on businesses and ensure that local retail streets and commercial centers across the City can remain lively places that sustain the City's neighborhoods. This text amendment supports businesses and job growth by ensuring a wider range of businesses can use existing commercial space. The proposal makes zoning flexible enough for empty storefronts to be activated by businesses that serve the City's neighborhoods. Additionally, COYEO creates a range of new manufacturing districts designed to enable greater opportunities for job intensive growth. This initiative is part of Mayor Eric Adams' *Rebuild, Renew, and Reinvent: A Blueprint for New York City's Economic Recovery*.[1] It was approved by the CPC on March 6, 2024, and approved by the City Council on June 6, 2024.
- The *City of Yes for Housing Opportunity* is part of an inclusive, citywide approach to expanding and diversifying the housing supply, in which every neighborhood does its part to help meet housing needs and provide equitable access to opportunity for New Yorkers. The proposal helps meet New Yorkers' housing needs with small changes citywide, including in the highest density areas as well as in its low-density areas. This initiative advances key recommendations for fair housing and equity in the *Where We Live NYC Plan*.[2] The *Where We Live NYC Plan* identified goals, strategies, and actions to expand housing opportunities for everyone. The *City of Yes for Housing Opportunity* is a citywide zoning text amendment to expand opportunities for housing within all zoning districts, and across all 59 of the City's Community Districts. The zoning changes enables more housing and a wider variety of housing types in every neighborhood, from the lowest-density districts to the highest, to address the housing shortage and high cost of housing in New York City. The zoning reforms include a Universal Affordability Preference (UAP) which allows for greater density in exchange for affordable units in some of the City's highest income neighborhoods. In addition, it reduced residential parking requirements, expanded opportunities for the conversion of office space and other buildings into housing, and other strategies. The

[1] https://www.nyc.gov/assets/home/downloads/pdf/office-of-the-mayor/2022/Mayor-Adams-Economic-Recovery-Blueprint.pdf

[2] https://wherewelive.cityofnewyork.us/

UAP is voluntary and would allow buildings to add at least 20 percent more housing, if the additional homes are affordable to households earning 60 percent of the Area Median Income (AMI). The *City of Yes for Housing Opportunity* was approved by the CPC on September 25, 2024, and approved by the City Council on December 5, 2024.

Vision Zero

The City's *Vision Zero* initiative seeks to eliminate all fatalities from vehicular, bicycle, and pedestrian traffic crashes. DOT and the New York City Police Department (NYPD developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. The plans identify specific conditions and characteristics of pedestrian fatalities and severe injuries and identify priority corridors, intersections, and areas that disproportionately account for pedestrian fatalities and severe injuries, prioritizing them for safety interventions. The plans outline a series of recommended actions consisting of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on City streets that lead to pedestrian fatalities and injuries.

The *Vision Zero Pedestrian Safety Action Plan, Queens* was released in February 2015 and updated in 2019 and 2023. This plan identified Priority Intersections, Corridors, and Areas in Queens and comprehensive policies to improve pedestrian safety at these locations. The 2023 update identified 56 Priority Corridors. Priority corridors within the primary and secondary study areas include: 21st Street from the Long Island Expressway to 20th Avenue, Queens Plaza from Vernon Boulevard to Northern Boulevard, and 37th Avenue from Vernon Boulevard to Northern Boulevard. Priority Intersections within the primary and secondary study area include: 23rd Street and Jackson Avenue, Queens Plaza and 27th Street, 21st Street and the Ed Koch Bridge ramp, 21st Street and 37th Avenue.

Vision Zero identified a goal of proactively designing for pedestrian safety for high-growth areas. Improvements that have been implemented in the primary study area include 25 mph signal retiming. Subsequent updates to the *Vision Zero Borough Pedestrian Safety Action Plans* were published in 2019 and 2023 (with the latest update using 2017–2021 crash data).

New York City Food Retail Expansion to Support Health (FRESH) Program

Portions of the study areas are located in an area of Queens that is eligible to participate in the New York City Food Retail Expansion to Support Health (FRESH) Program's tax incentives, which provide discretionary tax incentives to promote the establishment and retention of neighborhood grocery stores in communities that lack full-line grocery stores. Portions of the primary and secondary study areas are located within a FRESH-designated area, generally north of Queens Plaza North and Northern Boulevard. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by full-line grocery store operators who meet the following criteria:

- Provide a minimum of 6,000 square feet of retail space for a general line of food and non-food grocery products intended for home preparation, consumption, and utilization;

- Provide at least 50 percent of a general line of food products intended for home preparation, consumption, and utilization;
- Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods; and
- Provide at least 500 square feet of retail space for fresh produce.

Financial incentives are available to eligible grocery store operators and developers to facilitate and encourage FRESH Food Stores in the designated area. These incentives include real estate tax reductions, sales tax exemptions, and mortgage recording tax deferrals.

Where We Live NYC/Fair Housing Together Plan

Where We Live NYC was a collaborative planning process to better understand how challenges like segregation and discrimination impact New Yorkers' everyday lives. Through Where We Live NYC, the City developed fair housing policies that fight discrimination, break down barriers to opportunity, and build more just and inclusive neighborhoods.

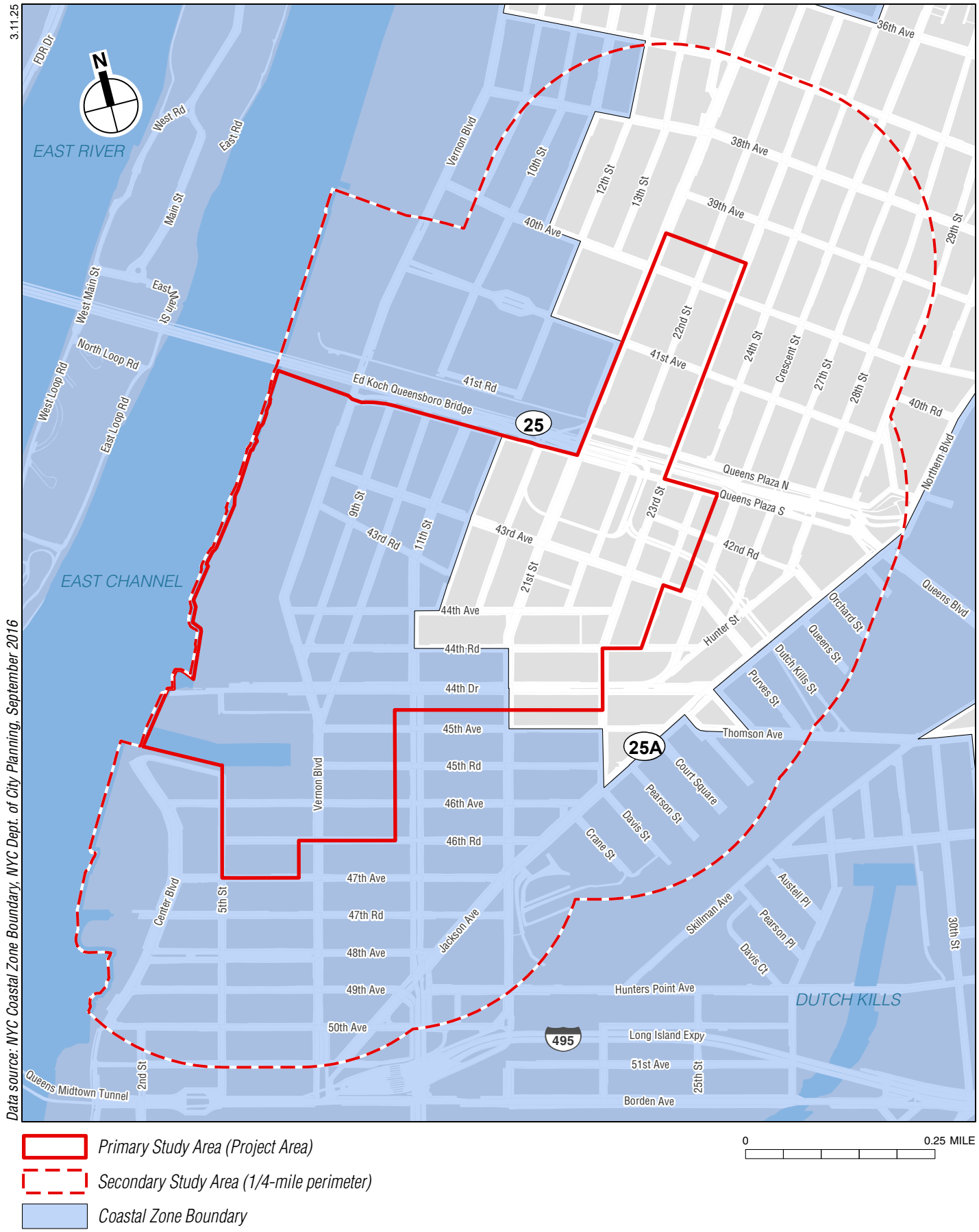
OneNYC / PlaNYC

In April 2007, the Mayor's Office of Long Term Planning and Sustainability released PlaNYC: A Greener, Greater New York (PlaNYC). Since that time, updates to PlaNYC have been issued that build upon the goals set forth in 2007 and provide new objectives and strategies. In 2015, One New York: The Plan for a Strong and Just City (OneNYC) was released by the Mayor's Office of Sustainability and the Mayor's Office of Recovery and Resiliency. OneNYC builds upon the sustainability goals established by PlaNYC and focuses on growth, equity, sustainability, and resiliency. In 2019, OneNYC 2050: Building a Strong and Fair City was released by the Mayor's Office, which outlined progress since 2015 on goals related to fairness, implementing progressive policies, providing global leadership, and securing a sustainable future. OneNYC 2050 has eight goals and 30 initiatives that broadly address committing to carbon neutrality by 2050 and leading by example on climate change, and creating public spaces, healthcare, and policies that support low-income and working New Yorkers. The OneNYC 2050 plan also outlines a strategy for New York City's Green New Deal, which recognizes the connection between environmental and economic justice and focuses on creating good paying jobs, ensuring equitable access to nature, guaranteeing the right to quality healthcare and education, and promoting justice through the recognition and repair of damage caused by historic oppression of communities of color and other marginalized communities.

Waterfront Revitalization Program (WRP)

The primary and secondary study areas are within the coastal zone (see **Figure 2-5**). Therefore, an assessment of the consistency of the Proposed Actions with the City's Waterfront Revitalization Program (WRP) is warranted.

New York City's WRP is the City's principal Coastal Zone management tool and establishes a broad range of public policies for the City's coastal areas. The guiding principle of the WRP is to maximize the benefits derived from economic development, environmental conservation, and public use of the waterfront, while minimizing the conflicts among these objectives. A local waterfront revitalization program, such as New



NYC Coastal Zone Boundary

York City's, is subject to approval by the New York State Department of State (DOS) with the concurrence of the U.S. Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act and the Federal Coastal Zone Management Act. The WRP was originally adopted by the City of New York in 1982, revised in 2002 and revised again in 2013. The most recent revisions were approved by the DOS in February 2016 and November 2018.

All proposed actions subject to CEQR, the Uniform Land Use Review Procedure (ULURP), or other local, state, or federal agency discretionary actions (including projects receiving permit approvals from the New York State Department of Environmental Conservation) that are situated within New York City's designated Coastal Zone boundary must be reviewed and assessed for their consistency with the WRP. This assessment and the Consistency Assessment Form are included in **Appendix C**.

Long Island City Industrial Business Zone

IBZs were established to protect existing manufacturing districts and encourage industrial growth citywide. In 2006, the City created 16 IBZs, which provide expanded business services for industrial and manufacturing businesses. The IBZs are supported by tax credits for locating within them, zone-specific planning efforts, and direct business assistance from Industrial Providers of NYC Business Solutions Industrial and Transportation. Because the purpose of IBZs is to foster industrial sector growth by creating real estate certainty, the City has stated that it would not support the rezoning of these areas for residential use. Portions of the Long Island City IBZ are contained in both the primary and secondary study areas (see **Figure 2-6**).

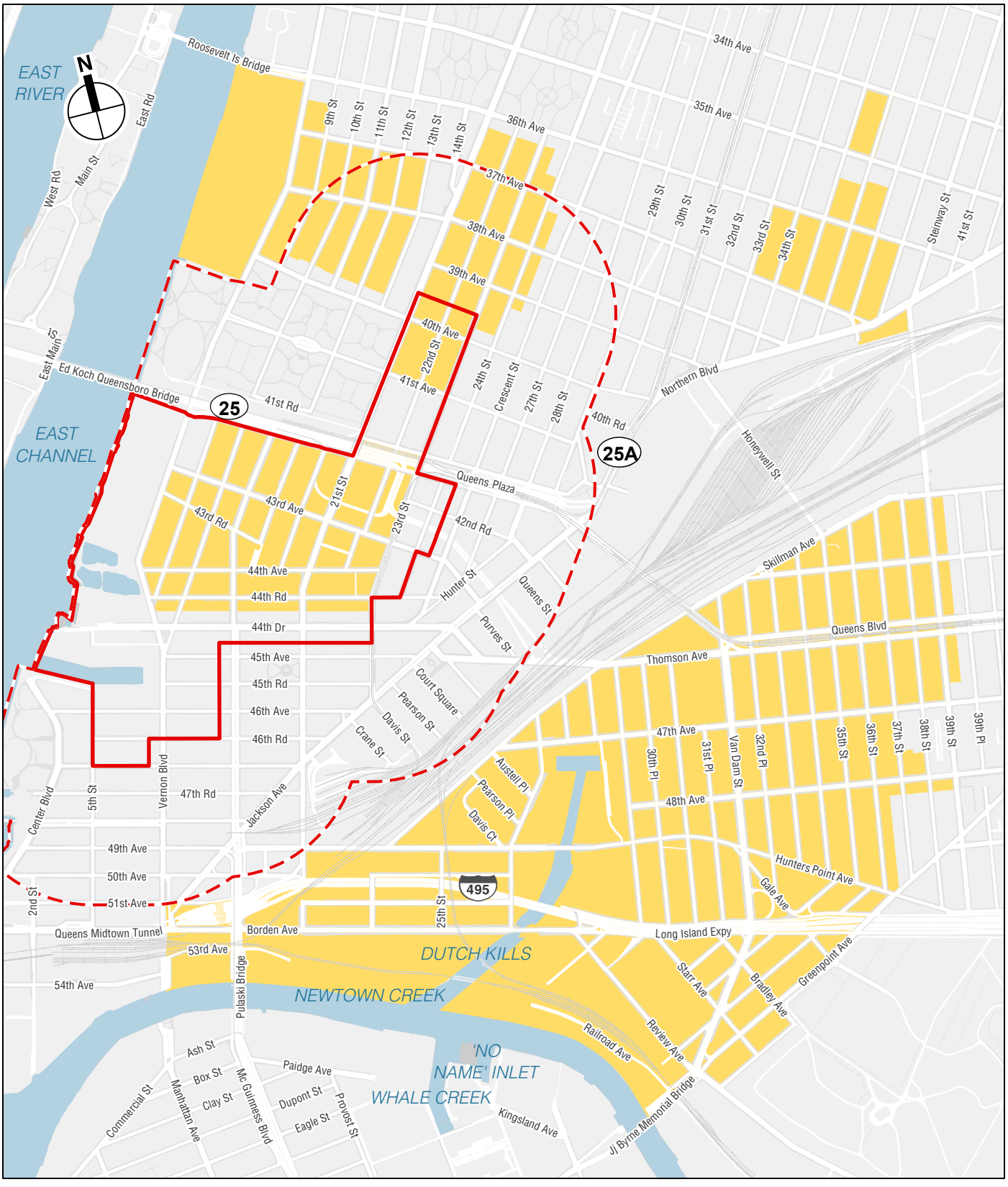
Long Island City Business Improvement District

The primary and secondary study areas overlap with Long Island City Business Improvement District (BID) (see **Figure 2-7**).

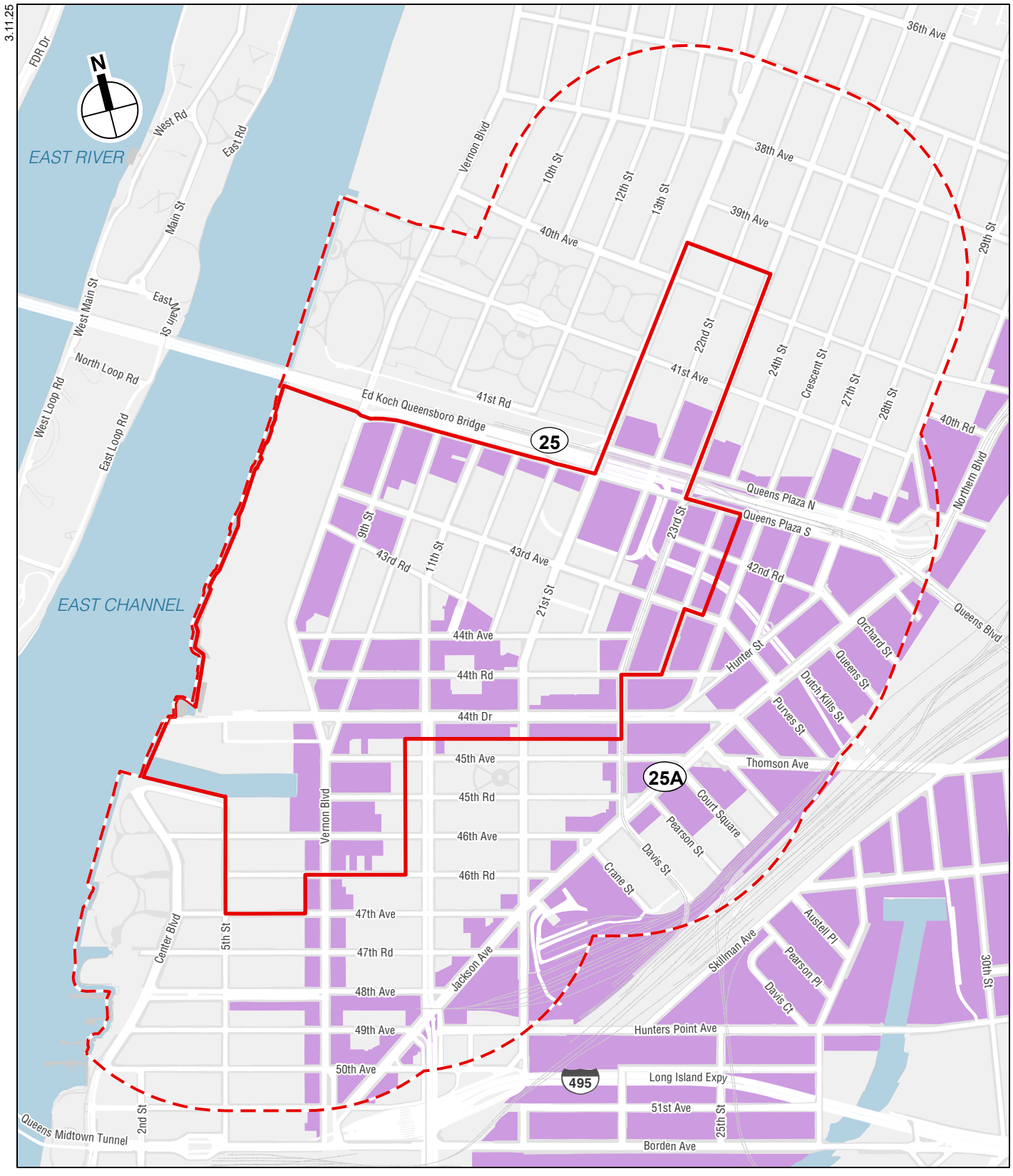
The Long Island City BID was established in 2005 and encompassed 156 block faces and 25 miles of street frontage in Long Island City. The BID was further expanded in 2024 to include 1,601 lots. The Long Island City BID seeks to promote Long Island City's long-term economic development goals and promote business growth by providing services such as sanitation, placemaking, marketing, and community development. The BID also provides business assistance to help local business navigate the City's agencies and procedures. The Long Island City BID is managed by the Long Island City Partnership, a community organization that promotes economic and cultural development in Long Island City.

Get Stuff Built

To turn New York into the "City of Yes," the Get Stuff Built report from the Building and Land Use Approval Streamlining Taskforce (BLAST) makes 111 recommendations across CEQR, land use approvals, and building permitting with the following goals: increasing the speed of compliant projects while decreasing costs; insuring environmental protection and meaningful public participation; promoting an increase in affordable housing and environmental sustainability, and; reducing risk for entrepreneur businesses and emerging developers by improving predictability of the development process. Together, these improvements will reduce delays by about 50 percent; speeding



Industrial Business Zone



Business Improvement District

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2-7

up critical projects, saving money, improving public participation, and making the City more efficient for all New Yorkers.

New York City Local Laws 92 and 94

Local Laws 92 and 94 require sustainable roofing zones on new buildings and buildings undergoing major roof renovations, meaning either a green roof or a solar photovoltaic system.

New York City Local Law 97

Local Law 97 mandates that large buildings (over 25,000 square feet) reduce their greenhouse gas emissions to achieve carbon neutrality by 2050.

Plan for Long Island City

In 1993, DCP issued its *Plan for Long Island City: A Framework for Development*, which outlined a planning and development policy for the Long Island City neighborhood. The Framework followed the planning efforts enacted for the area in the 1980s, including the Queens West project, and was used as the basis for subsequent policy and zoning actions, including the 2001 rezoning and adoption of the LIC Special District, noted above. The framework included four principal land use goals: (1) development of the Court Square and Queens Plaza areas as high-density mixed-use and office districts; (2) maintaining and supporting industrial activities in the northern portion of the neighborhood and the areas east and south of Sunnyside Yards; (3) development of infill housing in the Hunters Point area; (4) and creation of continuous waterfront public access around Anable Basin and extending north to Queensbridge Park.

New New York: Making New York Work for Everyone

In December 2022, the “New” New York Panel released *New New York: Making New York Work for Everyone*, a plan with three primary goals to make New York the best place to work in the world. The plan was the product of a collaborative effort led by the Office of the Deputy Mayor for Economic and Workforce Development and a steering committee, which included City and state agencies and private organizations. The goals include: (1) Reimagine the City’s business districts as vibrant, 24/7 destinations anchored by spectacular new public spaces, transforming them into places where workers, companies, residents, locals, and tourists want to be; (2) Make it easier for New Yorkers to get to work—whether that means ensuring faster commutes into Manhattan, developing economic hubs across every borough, or creating new remote work options for New Yorkers whose homes are not equipped to take advantage of these new, more flexible opportunities and; (3) Generate inclusive, future-focused growth that positions New York to lead the emerging industries of the 21st century and to unlock the potential of all its residents by connecting them to jobs of the future, expanding access to child care, dramatically increasing the housing supply, investing in urban innovation, and ensuring access to opportunity is fair and equitable.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)

LAND USE

PRIMARY STUDY AREA

In 2035, without the Proposed Actions (the No Action condition), it is expected that the current land use trends and general development patterns will continue. These trends are characterized by a mix of uses and primarily include residential, retail, office, and light industrial uses. As described in Chapter 1, "Project Description," in order to assess the possible effects of the Proposed Actions, an RWCDS was established for both the No Action and With Action conditions for the 2035 Build Year. **Tables 2-13a and 2-13b** list the projected development sites which are expected to experience as-of-right redevelopment by 2035. As indicated in the tables, 26 of the 52 projected development sites are expected to be redeveloped, enlarged, or undergo conversion to a new use. On these sites, the No Action condition includes a total of 2,311 DUs, 341,300 square feet of retail space, 53,470 square feet of other commercial space, 1,808,364 square feet of office space, and 1,724,635 square feet of industrial space including 821,932 square feet of warehouse space and 887,767 square feet of manufacturing space. Anticipated development on the projected development sites in the No Action condition is expected to result in a total of 5,315 residents and 9,415 workers in the 2035 Build Year.

In addition to the as-of-right development anticipated on 26 of the 52 projected development sites, two other sites in the primary study area are expected to be independently developed in the future without the Proposed Actions (see **Figure 2-8** and **Tables 2-13a and 2-13b**). These are planned developments that are under construction or proposed that would be developed independent from any changes in land use contemplated by the Proposed Actions. These planned developments are expected to introduce an estimated 2,709 new residents and 146 new workers by 2035. In total, these developments will introduce an estimated 7,996 new residents and 7,423 new workers to the primary study area by 2035 compared with existing conditions.

Waterfront Subarea

As-of-right development is expected to occur on four of the eight projected development sites (see **Table 2-13a**) located within the Waterfront Subarea under the No Action condition. Development is anticipated to be mixed residential and commercial space, and will include 1,487 residential units and 58,709 square feet of retail space along with 130,272 square feet of manufacturing space. A decrease of approximately 75,050 square feet of warehouse space and 183 parking spaces is expected in this area. These anticipated developments within the Waterfront Subarea in the No Action condition reflect the long-term trend towards residential development in Long Island City.



Planned No Build Projects

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2-8

Table 2-13a
Development Projects in the Future without the Proposed Actions by Subarea

Projected Development Site	Subarea	Development Proposal Program
Projected Development Sites		
2	Waterfront Subarea	28,617 sf manufacturing
3	Waterfront Subarea	101,655 sf manufacturing
4	Inland Subarea 3	79,006 sf warehouse
5	Inland Subarea 3	10,902 sf warehouse
7	Inland Subarea 3	26 DUs and 17,677 sf retail
9	Inland Subarea 3	40,297 sf manufacturing
10	Inland Subarea 3	81,290 sf warehouse
13	Inland Subarea 3	134,145 sf warehouse
14	Inland Subarea 3	6,338 sf warehouse
15	Inland Subarea 3	22,762 sf warehouse
16	Inland Subarea 3	25 DUs and 951 sf retail
17	Inland Subarea 1	40,000 sf retail, and 447,442 sf office
18	Inland Subarea 1	6,931 sf retail, and 30,679 sf office
19	Inland Subarea 1	75,000 sf retail, and 531,718 sf office
20	Inland Subarea 2	187 DUs, and 20,000 sf retail
21	Inland Subarea 2	227 DUs, 25,000 sf retail, and 77,402 sf office
22	Inland Subarea 2	55 DUs, 9,111 sf retail, and 18,222 sf office
25	Inland Subarea 3	83 DUs, 11,995 sf retail, and 27,605 sf retail
26	Inland Subarea 3	39 DUs, and 9,266 sf retail
27	Inland Subarea 3	12,474 sf warehouse
28	Inland Subarea 3	106,508 sf warehouse
32	Industrial Subarea 2	137,686 sf manufacturing
54	Inland Subarea 2	98 DUs, 19,593 sf retail, and 39,188 sf office
69	Waterfront Subarea	1,301 DUs, and 29,667 sf retail
70	Inland Subarea 3	72 DUs, and 12,661 sf retail
71	Waterfront Subarea	186 DUs, and 29,042 sf retail

Industrial Subareas

As-of-right development is expected to occur on one of the projected development sites (Projected Development Site 32) in the Industrial Subareas (see **Table 2-13a**) under the No Action condition. Approximately 138,000 square feet of industrial/ manufacturing space will be developed on a vacant lot at the northeast corner of 40th Avenue and 22nd Street in Industrial Subarea 2.

Inland Subareas

As-of-right development is expected to occur on 21 of the projected development sites (see **Table 2-13a**) located within the Inland Subareas under the No Action condition. These as-of-right developments are anticipated to include a mix of residential, commercial, and industrial space developed in accordance with existing zoning. The developments will add a net increase of 812 residential units, 240,686 square feet of local retail space, 1,059,969 square feet of office space, and 407,655 square feet of warehouse space. Overall, there will be a loss of 59,400 square feet of other commercial spaces, 7,245 square feet of manufacturing space, and 278 parking spaces.

Table 2-13b
Development Projects in the Future without the Proposed Actions by Study Area

Other No Build Projects- Primary Study Area			
1	23-15 44th Road	938 DUs, 21,704 sf retail, 206 parking spaces	New Development
2	23-10 42nd Road	240 DUs, 10,000 sf retail, 91 parking spaces	New Development
Other No Build Projects – Secondary Study Area			
3	10-37 47th Road	9,953 sf community facility	New Development
4	11-36 45th Road	115 DUs, 22,675 sf community facility, 52 parking spaces	New Development
5	45-28 21st Street	64 DUs and 27 parking spaces	New Development
6	46-30 21st Street	71 DUs, 65 sf retail, and 23 parking spaces	New Development
7	43-14 Queens Street	301 DUs, 28,387 sf retail	New Development
8	28-08 38th Avenue	50 DUs, 9,116 sf retail, and 27 parking spaces	New Development
9	41-45 24th Street	117 DUs, 1,119 sf retail	New Development
10	41-08 Crescent Street	184 DUs, 9,000 sf retail, and 41 parking spaces	New Development
11	42-38 27th Street	56 DUs, 12,334 sf retail	New Development
12	43-05 Crescent Street	39 DUs, 200 sf retail	New Development
13	46-06 11th Street	59 DUs, 7,131 sf retail, and 30 parking spaces	New Development
14	40-25 Crescent Street	233 DUs, 2,731 sf retail, 1,007 sf community facility, 13,994 manufacturing, and 114 parking spaces	New Development
15	42-59 Crescent Street	62 hotel rooms	New Development
16	26-38 Jackson Avenue	363 DUs, 19,923 sf retail, and 101 parking spaces	New Development
17	27-09 40th Avenue	46 DUs, 35,084 sf manufacturing, and 98 parking spaces	New Development
18	27-49 Jackson Avenue	76 DUs, 11,735 sf retail	New Development
19	27-20 42nd Road	51 DUs, 3,327 sf retail	New Development
20	42-62 Hunter Street	27 DUs, 3,326 sf retail	New Development
21	38-16 Crescent Street	11 DUs, 5,058 sf retail, and 7 parking spaces	New Development
22	40-46 24th Street	42 DUs, 7,551 sf retail, and 21 parking spaces	New Development
23	41-46 27th Street	417 DUs, 7,720 sf retail	New Development
24	2-33 50th Avenue	499 DUs, 23,748 sf retail, 3,411 sf community facility, and 111 parking spaces	New Development
25	37-27 12th Street	70 hotel rooms	New Development
26	49-18 Vernon Boulevard	15 DUs, and 3,940 sf retail	New Development

Notes: sf = square feet
See **Figure 2-8.**
Sources: DCP, DOB, CEQR Access, ZAP Search

Some of the existing parking lots and vacant lots will be developed in the No Action condition, and existing manufacturing uses will be converted into residential and commercial uses. Residential and commercial developments are expected in Inland Subarea 2 and the southern portion of Inland Subarea 3 where current zoning permits residential use. Warehouse and office uses will be contained in Inland Subarea 1 and the northern portion of Inland Subarea 3. In addition, two planned developments currently under construction at 23-14 44th Road and 23-10 42nd Road within Inland Subarea 3 will yield 1,178 DUs, 31,074 square feet of retail space, and 297 parking spaces.

SECONDARY STUDY AREA

There are a total of 25 sites expected to be developed in the No Action condition in the secondary study area (see **Figure 2-8** and **Table 2-13b**). These developments are expected to result in 2,787 DUs, 221,019 square feet of retail space, 132 hotel rooms, 37,046 square feet of community facility space, 24,539 square feet of industrial space, and 611 parking spaces. The planned developments will introduce an estimated 6,410 new residents and approximately 918 new workers to the secondary study area.

The majority of these developments are concentrated around Queens Plaza, just east of Inland Subarea 1 and Inland Subarea 2. The remainder of the development sites are dispersed throughout Hunters Point, south of Inland Subarea 3, and Dutch Kills.

Twenty-two of the 25 planned developments contain residential uses. There are large residential developments planned throughout the secondary study area, with the largest being a 499-unit residential building in Hunters Point, at the northwest corner of 5th Street and 50th Avenue. However, the largest projects will be located near Queens Plaza and Downtown Long Island City. Medium-sized residential buildings are planned throughout the secondary study area. Most residential buildings will contain ground-floor retail space. Two residential buildings will include manufacturing space. Other uses in the study area include two hotels: one near Queens Plaza and another north of Queensbridge Houses, and several community facility (medical office) uses.

ZONING

As discussed in Chapter 1, "Project Description," zoning is expected to remain generally unchanged throughout much of the primary and secondary study areas in the No Action condition. Without zoning changes, much of the primary study area would remain underutilized and the vision outlined in the Plan would not be realized. In the future, some property owners in the study areas may seek discretionary land use approvals to allow for development that contains a mix of uses, including residential development, and others could choose to develop their sites on an as-of-right basis under existing zoning.

PUBLIC POLICY

Public policies that affect the primary and secondary study areas in the existing condition are assumed to remain unchanged in 2035. There are no anticipated changes to public policies affecting either study area. Refer to Section C, "Existing Conditions," for all relevant public policies.

E. THE FUTURE WITH THE PROPOSED ACTIONS (WITH ACTION CONDITION)

LAND USE

PRIMARY STUDY AREA

The Proposed Actions are expected to result in 17,010 projected DUs (including 3,349 to 5,023 affordable units), 911,053 square feet of local retail space, 345,707 square feet of life science space, 4,373,824 square feet of office space, 291,784 square feet of community facility space, and 930,150 square feet of manufacturing space. This would result in a net increase of 14,699 projected DUs (including 3,245 to 4,867 affordable units), 569,753 square feet of local retail space, 345,707 square feet of life science space, 2,565,460 square feet of office space, 291,784 square feet of community facility space, and 42,383 square feet of manufacturing space along with net decreases in warehouse and auto-related uses (see **Table 2-14**).

Table 2-14
2035 RWCDS No Action and With Action Land Uses

Land Use	No Action Condition	With Action Condition	Increment
Residential			
Total Residential DUs	2,311	17,010	14,699
Affordable DUs @20%	-	*3,245*	*3,245*
Affordable DUs @25%	-	*4,058*	*4,058*
Affordable DUs @30%	-	*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 SF	821,932	0	-821,932
Auto-Related SF	14,936	0	-14,936
Manufacturing SF	887,767	930,150	42,383
Total Industrial SF	1,724,635	930,150	-794,485
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.

The Proposed Actions would facilitate development patterns that meet the long-term vision of a thriving, prosperous, and resilient Long Island City. The Proposed Actions would support housing affordability, new waterfront open space with enhanced connectivity between the waterfront and upland neighborhoods, employment opportunities and economic development.

The Proposed Actions would promote residential uses in the Inland Subareas, facilitating the development of new housing, including substantial amounts of affordable housing, and bringing existing non-conforming residential uses into conformance. The Proposed Actions would facilitate the creation of new waterfront open space and activate underutilized land for mixed use residential and commercial development along the waterfront. The Proposed Actions would strengthen existing clusters of non-residential activity in the Industrial Subareas by increasing the allowable density and expanding the types of permitted commercial and industrial uses. The Proposed Actions would promote active ground-floor uses and mandate streetscape improvements along main thoroughfares. By expanding the existing LIC Special District and introducing new residential, commercial, and community facility uses, the Proposed Actions would not result in a significant adverse land use impact in the primary study area.

Waterfront Subarea

The Waterfront Subarea would be redeveloped with 10 projected developments yielding 11,077 DUs (including 2,055 to 3,085 affordable units), 370,877 square feet of retail space, 201,454 square feet of community facility space, 506,510 square feet of office space, 190,972 square feet of open space, and 2,174 parking spaces. The largest development would be a 1,035-foot-tall high-rise on Projected Development Site 63 with 3,203 DUs (up to 960 affordable units), 108,449 square feet of retail space, 506,510 square feet of office space, 2,174 parking spaces, and 1.49 acres of publicly accessible open space. Projected Development Site 64 would be developed with a 695-foot-tall high-rise with 1,199 DUs (up to 359 affordable units), 57,649 square feet of retail space, 57,649 square feet of office space, and 300 parking spaces, and 0.57 acres of publicly accessible open space. Projected Development Site 65 would be developed with a 570-foot-tall high-rise with 596 DUs (up to 178 affordable units), 25,076 square feet of retail space, and 149 parking spaces, and 0.27 acres of publicly accessible open space. Projected Development Site 66 would be developed with a 135-foot-tall building with 122 DUs (up to 36 affordable units), 12,943 square feet of retail space, and 31 parking spaces. Projected Development Site 69 would be developed with a 995-foot-tall high-rise with 2,183 DUs (up to 419 affordable units), 77,156 square feet of retail space, and 546 parking spaces, and 1.14 acres of publicly accessible open space. Projected Development Site 71 would be developed with a 415-foot-tall high-rise with 354 DUs (up to 106 affordable units), 29,042 square feet of retail space, and 0.08 acres of publicly accessible open space. Projected Development Site 1 would be developed with a 425-foot-tall high-rise with 905 DUs (up to 272 affordable units), 22,297 square feet of retail space, and 84,190 square feet of community facility space. Projected Development Site 2 would be developed with a 135-foot-tall building with 88 DUs (up to 27 affordable units). Projected Development Site 3 would be developed with a 135-foot-tall building with 334 DUs (up to 101 affordable units).

Development is also projected on two City-owned sites in the Waterfront Subarea: Projected Development Site 67, currently occupied by DOE Building and a City-owned parking lot, and Projected Development Site 68, occupied by a DOT garage. Projected Development Site 67 would be developed with a 1,175-foot-tall high-rise with 1,747 DUs (up to 524 affordable units), 20,000 square feet of retail space, 340,412 square feet of office space, 36,500 square feet of open space, and 262 parking spaces. Projected Development Site 68 would be developed with a 335-foot-tall building with 346 DUs (up to 103 affordable units), 18,265 square feet of retail space, 87 parking spaces, and a 104,679-square feet of community facility space. No development is expected to occur on the Con-Edison property or in the MX-9 district.

The new developments would replace existing commercial buildings and warehouses with primarily high-rise mixed residential and commercial buildings. Projected development sites with existing manufacturing uses around Anable Basin would be developed at some of the highest residential densities in the primary study area. Portions of six development sites directly on the waterfront would be developed with a combined 4.38 acres of publicly accessible waterfront open space.

Industrial Subareas

Industrial Subarea 1 would contain 15 projected development sites with commercial space, manufacturing space, or a mixture of both uses. Total development in Industrial

Subarea 1 would include 46,074 square feet of retail space, 2,343,297 square feet of office space, 345,707 square feet of life science space, and 900,021 square feet of manufacturing space. Projected Development Site 46 would be developed with a 135-foot-tall, 345,707-square feet life sciences building. The largest building in Industrial Subarea 1 would be a 195-foot-tall, 508,247-square-foot office building on Projected Development Site 51. Some of the developments would contain retail, office, and manufacturing, such as Projected Development Site 62, which would be developed with a 195-foot-tall, 10,000 square feet of retail space, 300,170 square feet of office space, and 87,406 square feet of manufacturing space.

Industrial Subarea 2 would contain four projected development sites, with commercial space, and to a lesser extent, manufacturing space. Total development would add 82,903 square feet of retail space, 720,057 square feet of office space, and 30,129 square feet of manufacturing space. The largest of these developments would be on Projected Development Site 29, which would contain a 150-foot-tall building with 37,687 square feet of retail space and 237,960 square feet of office space. Projected Development Site 30 would be developed with a 120-foot-tall building with 19,837 square feet of retail space and 138,899 square feet of office space. Projected Development Site 31 would be developed with a 135-foot-tall building with 187,847 square feet of office space and 30,129 square feet of manufacturing space. Projected Development Site 32 would be developed with a 150-foot-tall building with 155,351 square feet of office space and 25,379 square feet of manufacturing space.

Projected development sites in the Industrial Subareas would be developed primarily with commercial and light industrial uses. Industrial Subarea 1 would be developed with large office and manufacturing buildings with commercial space. Most of the projected industrial space would be developed in this subarea. Industrial Subarea 2 would be developed with relatively more commercial and less manufacturing space compared to Industrial Subarea 1. Warehouse, storage and auto-related uses would decrease in both subareas.

Inland Subareas

Inland Subarea 1 would contain three projected development sites, with high-rise mixed residential and commercial buildings totaling 2,684 DUs (including 536 to 803 affordable units), 177,361 square feet of retail space, 63,490 square feet of office space, and 403 parking spaces. The largest of these buildings would be a 715-foot-tall tower on Projected Development Site 19, containing 1,405 DUs (up to 421 affordable units), 110,062 square feet of retail space, 63,490 square feet of office space, and 211 parking spaces. Projected Development Site 17 would be developed with a 605-foot-tall tower, containing 1,183 DUs (up to 354 affordable units), 59,768 square feet of local retail space, and 177 parking spaces. Projected Development Site 18 would be developed with a 255-foot-tall building, containing 96 DUs (up to 28 affordable units), 6,931 square feet of local retail space, and 14 parking spaces.

Inland Subarea 2 would contain four projected development sites, with high-rise mixed residential and commercial buildings totaling 1,275 DUs (including 203 to 304 affordable units), 73,705 square feet of retail space, 311,172 square feet of office space, and 191 parking spaces. All projected developments would contain residential, retail, and office space. The largest development in Inland Subarea 2 would be located on Projected Development Site 21, containing a 685-foot-tall building with 530 DUs (up to 133

affordable units), 25,000 square feet of retail space, 77,402 square feet of office space, and 80 parking spaces. Projected Development Site 20 would be developed with a 345-foot-tall building, containing 266 DUs, 20,000 square feet of local retail, 176,360 square feet of office space, and 40 parking spaces. Projected Development Site 22 would be developed with a 735-foot-tall building, containing 302 DUs (up to 91 affordable units), 9,111 square feet of local retail, 18,222 square feet of office space, and 45 parking spaces. Projected Development Site 54 would be developed with a 275-foot-tall building, containing 177 DUs (up to 54 affordable units, 19,594 square feet of local retail, 39,188 square feet of office space, and 27 parking spaces.

Inland Subarea 3 would contain 16 projected development sites, with mixed residential and commercial buildings. In total, Subarea 3 would contain 1,974 DUs (including 398 to 596 affordable units), 160,133 square feet of retail space, 429,298 square feet of office space, 90,330 square feet of community facility space, and 468 parking spaces. The largest development in Inland Subarea 3 would be located on Projected Development Site 13, which would contain a 235-foot-tall building with 456 DUs (up to 136 affordable units), 39,086 square feet of retail space, and 90,330 square feet of community facility space. The zoning on Projected Development Sites 25, 26, and 28, all on the northside of 44th Drive, would pair residential with a manufacturing district, resulting in a greater proportion of commercial space. Projected Development Site 25, the largest of these sites, would contain a 145-foot-tall building with 150 DUs (up to 45 affordable units), 21,331 square feet of retail space, 203,307 square feet of office space, and 38 parking spaces.

No development is projected to occur in Inland Subarea 4.

In the Inland Subareas, projected development sites would be developed primarily with mid- and high-rise mixed residential and commercial buildings. Inland Subareas 1 and 2 would be developed with high-rise buildings. Inland Subarea 3 would be developed with primarily mid-rise buildings. Most buildings throughout the inland subareas would have non-residential space-primarily retail space, but also office and community facility space. The mapping of most of the Inland Subarea as an MIH Area would require 20 to 30 percent of residential floor area to be permanently affordable.

SECONDARY STUDY AREA

The Proposed Actions would enhance the mix of uses found throughout the primary study area. As described below, the new uses would be compatible with existing and planned land uses in the secondary study area.

Hunters Point

The recently redeveloped Hunters Point mixed-use waterfront contains high-rise development, and the inland area between 5th Street and Sunnyside Yards south of 45th Avenue contains a mix of older and newer buildings, as does the eastern boundary of the neighborhood along Jackson Avenue. This area, generally south of Court Square, is characterized by recent high-rise developments. Land uses introduced by the Proposed Actions in Inland Subarea 3, which is adjacent to Hunters Point, would be primarily mixed use residential and retail uses in medium-density buildings. Developments in Inland Subarea 3 would be in keeping with the variety of development styles in the inland area of Hunters Point, which includes older commercial buildings along with newer

developments. Therefore, no significant adverse impacts to land use would result from the Proposed Actions. No significant adverse impacts to land use would result from the Proposed Actions.

Downtown Long Island City

Downtown Long Island City is among the most densely developed portions of the secondary study area, with many recently developed high-density residential and commercial office towers. Land uses introduced by the Proposed Actions in Inland Subarea 2, which is adjacent to Downtown Long Island City, would be primarily mixed-use residential, retail, and office uses in high-rise buildings. These new buildings would be compatible with the general scale of new development in this neighborhood. Therefore, no significant adverse impacts to land use would occur with the Proposed Actions. No significant adverse impacts to land use would result from the Proposed Actions.

Dutch Kills

Dutch Kills has a diverse mix of land uses, including industrial, manufacturing, residential, and mixed use residential with ground floor commercial space. Similarly, building heights range from single-story to mid-rise. Land uses introduced by the Proposed Actions in Inland Subarea 1 and Industrial Subarea 2, both of which are adjacent to Dutch Kills, would be compatible with the variety of uses in this neighborhood. Although Inland Subarea 1 would contain high-rise mixed-use residential and commercial developments, these developments would be positioned adjacent to other highly dense mixed-use residential and commercial developments in Dutch-Kills. With regard to Industrial Subarea 2, the mix of office, retail, and manufacturing uses introduced by the Proposed Actions would complement a similar mix of uses in the northern portion of Dutch Kills. No significant adverse impacts to land use would result from the Proposed Actions.

Ravenswood

Ravenswood predominantly contains manufacturing and hotel uses. Land uses introduced by the Proposed Actions in Industrial Subarea 2, which is adjacent to Ravenswood, would be compatible with the mix of uses in this neighborhood. The lower scale office, retail, and manufacturing buildings introduced by the Proposed Actions would be consistent with buildings and uses found in Ravenswood. No significant adverse impacts to land use would result from the Proposed Actions.

Queensbridge Houses

Queensbridge Houses is characterized by its residential towers and associated community facility and retail space. The Proposed Actions would introduce residential and commercial uses to Inland Subarea 1, which would be compatible with the uses in adjacent portions of Queensbridge Houses. No significant adverse impacts to land use would result from the Proposed Actions.

CONCLUSION

As demonstrated above, the new land uses allowed under the Proposed Actions would not result in significant adverse land use impacts in the primary or secondary study areas.

The new uses would be compatible with and supportive of existing and planned land uses in the study areas and would advance key land use objectives identified in the Plan.

The Proposed Actions would expand the supply of housing along the Waterfront and in the Inland Subareas in higher density, mixed-use developments. The mapping of MIH in most of the primary study area where residential use would be allowed would substantially increase the supply of affordable housing at a time when the housing crisis in New York City is dire. The Proposed Actions would facilitate approximately 4 acres of new publicly accessible waterfront open space along the East River and Anable Basin, providing recreation opportunities for New Yorkers and potentially connecting existing waterfront open space from Gantry Plaza State Park to Queensbridge Park.

The projected developments would provide office space, retail amenities, and community facility space to serve existing and future residents and provide employment opportunities. The existing zoning is restrictive in that residential use is not allowed in much of the primary study area and permits a narrow band of light manufacturing and commercial uses on an as-of-right basis in the industrial subareas. In the Industrial Subareas, the Proposed Actions would update zoning to reflect the shift from traditional industrial uses towards expanded non-residential uses, such as life science and creative production. Life science use is a commercial use that provides office and laboratory space and supports research and development in areas like biotechnology, pharmaceuticals, and medical devices. Creative industries is a broad category of non-residential uses that includes fields such as design, publishing, music, film, and advertising. Providing more opportunity for creative industries in Long Island City would build on the existing concentration of cultural institutions, galleries, and film production studios in the area.

ZONING

PRIMARY STUDY AREA

The Proposed Actions include zoning map amendments, zoning text amendments, City map amendments, and the disposition of City-owned property as discussed further below (see **Figures 2-9 through 2-12**).

Proposed Zoning Map Amendments

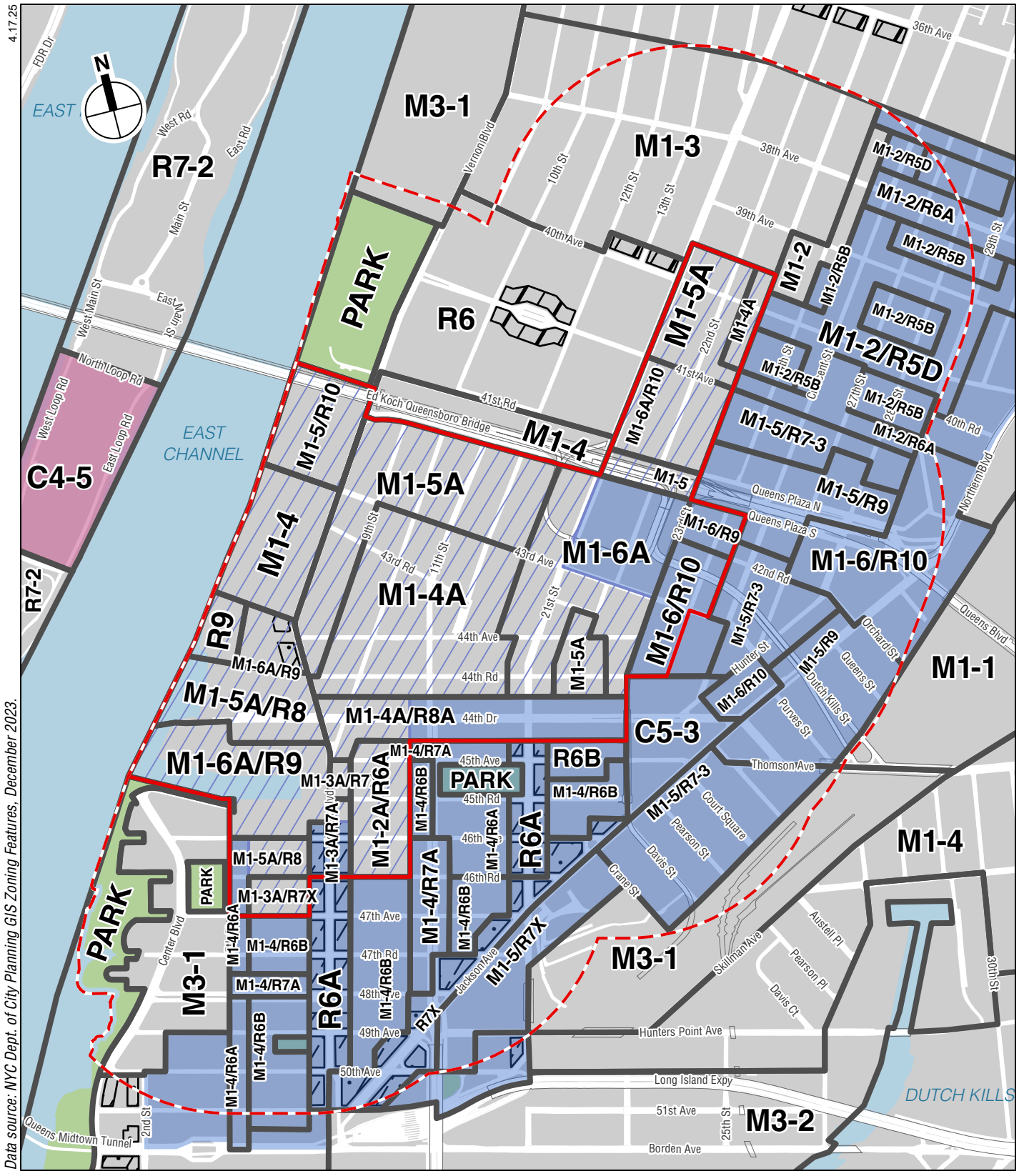
The Proposed Actions would change the zoning in an approximately 54-block area of Long Island City as discussed in detail below.

Proposed M1-2A/R6A (Existing M1-4) [Inland Subarea 3]

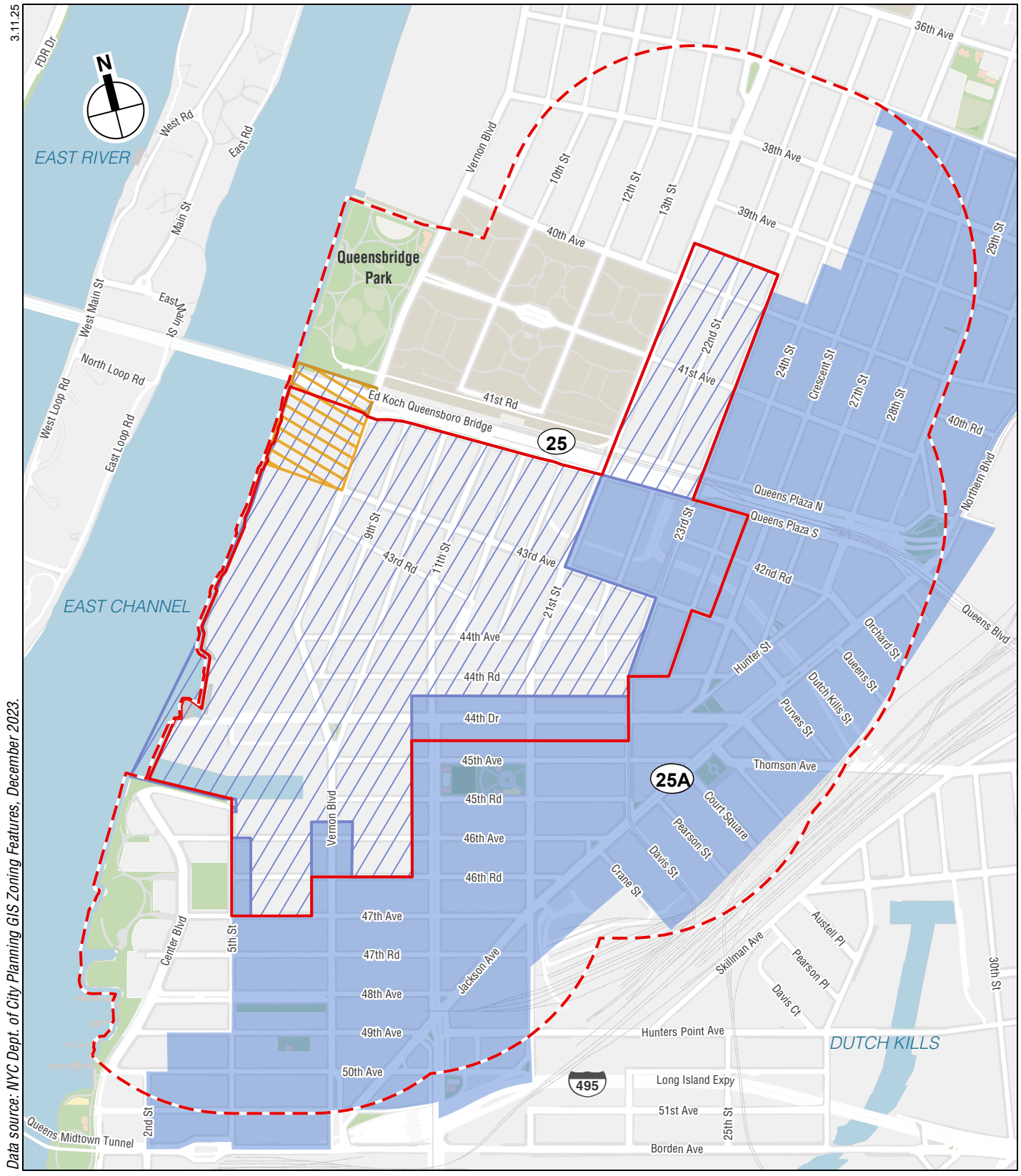
M1-2A/R6A zoning districts are proposed for approximately four blocks:

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

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



Proposed Zoning



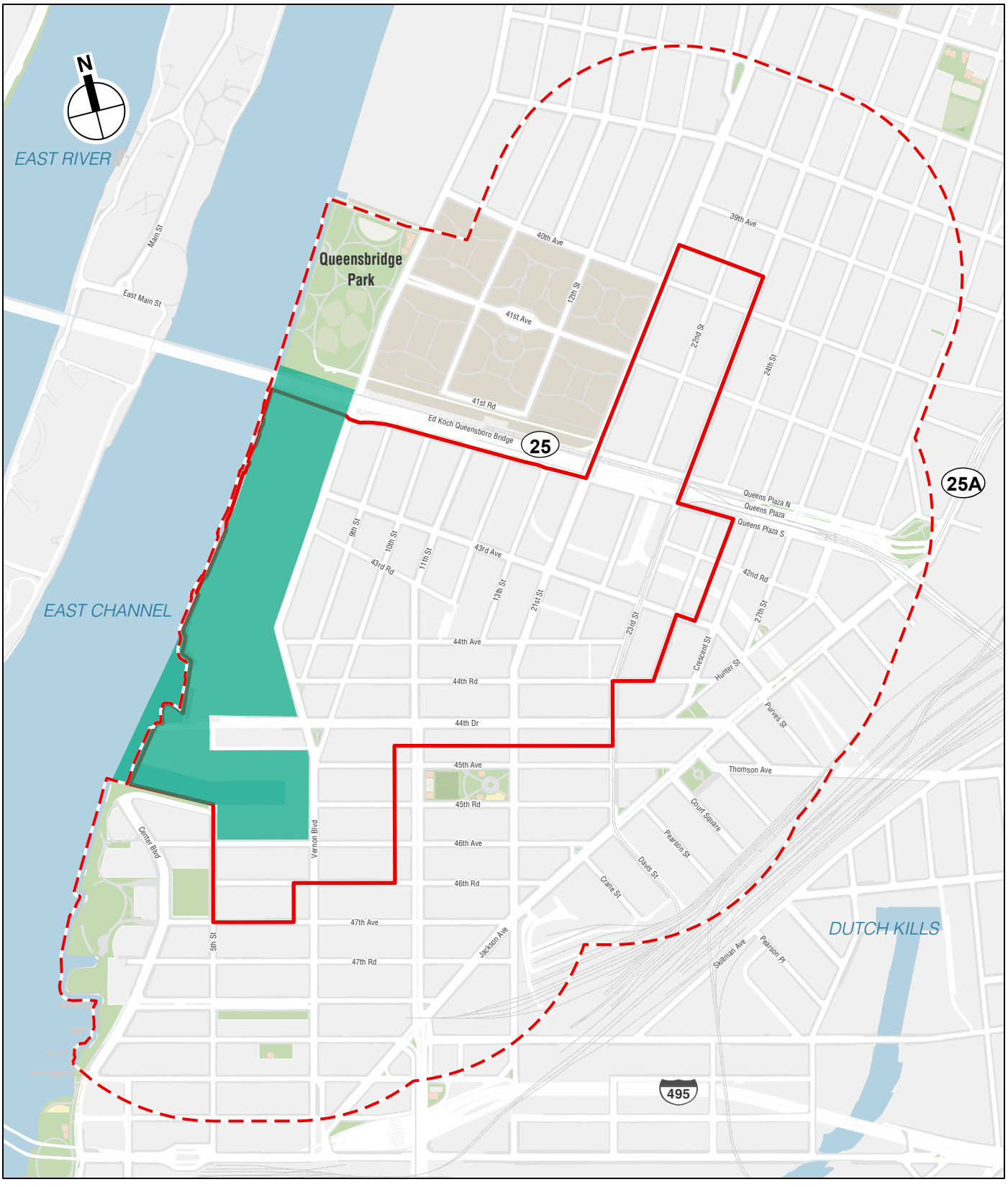
Proposed Mixed-Use Districts

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2-10



Mandatory Inclusionary Housing



Waterfront Access Plan (WAP)

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 3.90, 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 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) [Inland Subarea 3]
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 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) [Inland Subarea 3]
M1-3A/R7X districts are proposed for approximately portions of 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 and, commercial and industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum 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) [Inland Subarea 3]
M1-4A/R8A districts are proposed for approximately 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 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) [Waterfront Subarea]
M1-5A/R8 districts are proposed for portions of four blocks:

- Four lots west of Vernon Boulevard at Block 488, Lots 11 and 15 and Block 489, Lots 1 and 23. Portions of a block between 47th Avenue to the south and 46th Road to the north, along the western side of 5th Street at an approximately 100-foot depth.
- Portions of a block between 46th Road to the south and 46th Avenue to the north at an approximately 500-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, an FAR for community facility uses, commercial and industrial uses up to 6.5. Mixed-use buildings with residential and non-residential uses are permitted a maximum base height of 105 feet above which the building must be set back and may rise to a maximum height of 435 feet. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.

Proposed M1-6/R9 (existing R7A, R7A/C2-5 and M1-5/R9) [Inland Subarea 2]
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 and Crescent Streets to the east.

An M1-6/R9 district is a is a paired district within the D Area of the QP Subdistrict of the 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 has a height limit of 285 feet and no height limit within Area D of the QP Subdistrict of the LIC Special District.

Proposed M1-6A/R9 (existing M1-4) [Waterfront Subarea]
M1-6A/R9 districts are proposed for approximately 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 100 feet west of Vernon Boulevard.
- Portions of a block west of Vernon Boulevard between 45th Avenue to the north and a point approximately 75 feet north of 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, 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 base height of 135 feet and would not have a maximum building height 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) [Inland Subarea 2]
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 and Crescent Streets to the east.

An M1-6/R10 district is a paired district within the A-2 Area of the QP Subdistrict of the 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 LIC 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 155 feet after which a building setback of 10 feet on wide streets, and 15 feet on narrow streets is required. The district has a height limit of 355 feet.

Proposed M1-6A/R10 (existing M1-5) [Inland Subarea 1]
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 base height of 155 feet after which a building setback of 10 feet on wide streets, and 15 feet on narrow streets is required. The district has a height limit of 355 feet.

Proposed M1-4A (existing M1-3 and M1-4) [Industrial Subareas 1 and 2]
M1-4A districts are proposed for approximately 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 bounded by a point approximately 225 feet north of 40th Avenue to the north, 23rd Street to the east, a point approximately 100 feet north of 41st Avenue to the south and the midblock between 22nd and 23rd Streets to the west.
- An area bounded by 43rd Avenue to the north, 9th Street to the west, 44th Avenue to the south and 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 from 21st Street to the east.

An M1-4A 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 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) [Industrial Subareas 1 and 2]
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.
- An area between Queens Plaza South, 9th Street to the west,13th Street to the east and 43rd Avenue to the south.
- An area between 21st Street to the west, 22nd Street to the east, 41st Avenue to the south and a point approximately 225 feet north of 40th Avenue.
- 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 the midblock between 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 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 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 and M1-4) [Industrial Subarea 1]
M1-6A districts are proposed for approximately 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, 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 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-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 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 Modification to Northern Hunters Point Waterfront Access Plan

The Northern Hunters Point 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

Text amendments to facilitate the Long Island City Neighborhood Plan's land use objectives are as follows:

Mandatory Inclusionary Housing Program

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

Mapping these districts as an MIH Area would require a share of new housing to be made permanently affordable where significant new housing capacity would be created. MIH 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 within MIH Areas or, as an additional option for developments below 25 units and 25,000 square feet, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair affordable housing percentages with different affordability levels to reach a range of low and moderate incomes. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of 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 affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3, also known as the "Deep Affordability" option, requires that 20 percent of the residential floor area in a building be made affordable to residents at an average of 40 percent AMI. Under the City of Yes for Housing Opportunity proposal currently in public review, Option 3 would be able to be mapped as a standalone option without needing to be

paired with Options 1 or 2. The City Council and CPC could apply an additional Option 4, known as the "Workforce" option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30 percent set-aside at AMIs averaging 115 percent 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 LIC Special District's regulations are described in more detail below as part of the related zoning text amendment action.

Bulk Regulations

Table 2-15 shows the maximum permitted residential FARs would be modified in the M1-6A/R9 zoning district within MIH Areas:

Table 2-15
Existing and Proposed Residential FAR

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

Table 2-16 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 2-16
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 2-17 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 2-17
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 2-18 shows the zoning districts where the maximum permitted base and building height would be modified.

Table 2-18
Existing and Proposed Maximum Base and 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.

Table 2-19 shows the base heights, transition zone heights, and overall heights of districts mapped within the waterfront area that would be modified under the LIC Special District.

Table 2-19
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.
***M 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

To create opportunities for publicly accessible open space near the core, the LIC 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 floor area bonus for on-site public plazas that is available in other areas of the City.

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 LIC 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 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, M1-5/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 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 LIC Special District boundary.

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 a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.

The proposed changes to the City Map are intended to rationalize the street network and enhance circulation along the waterfront. The mapping of new streets would create parcels for the development of large, mixed-use buildings. The City Map amendments would 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.

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 to allow the City to create new waterfront public open space.

SECONDARY STUDY AREA

Hunters Point

Hunters Point is characterized by recent high-rise developments. With the exception of the tower on Projected Development Site 1 (which would align with similar high-rise development in Hunters Point South), the mid-rise developments in Inland Subarea 3 would be more in keeping with the variety of building heights in the inland area of Hunters Point, which includes older one- to-five-story buildings along with newer mid-rise developments. Therefore, no significant adverse impacts to zoning would result from the Proposed Actions.

Downtown Long Island City

New development in Inland Subarea 2 would be primarily mixed-use residential, retail, and office uses in high-rise buildings. These high-rise buildings would be compatible with the general scale of development in this neighborhood. Therefore, no significant adverse impacts to land use would occur with the Proposed Actions. Therefore, no significant adverse impacts to zoning would result from the Proposed Actions.

Dutch Kills

Development in Industrial Subarea2, would be compatible with development in Dutch Kills. Although Inland Subarea 1 would contain high-rise mixed-use residential and commercial developments, these developments would be positioned adjacent to other new residential and commercial developments in Dutch Kills. The mid-rise developments proposed in Industrial Subarea 2 would be more in keeping with the lower building heights in the majority of the subarea. Therefore, no significant adverse impacts to zoning would result from the Proposed Actions.

Ravenswood

Lower building heights introduced in Industrial Subarea 2 would be complementary to existing building heights within Ravenswood. Therefore, no significant adverse impacts to zoning would result from the Proposed Actions.

Queensbridge Houses

The high-rise mixed-use residential and commercial developments in the Inland Subarea 1 would be taller than the 29-story Queensbridge Houses but the residential uses would be complementary. Therefore, no significant adverse impacts to zoning would result from the Proposed Actions.

No significant zoning changes are anticipated within the secondary study area by 2035.

CONCLUSION

The Proposed Actions would not result in significant adverse impacts to zoning. As discussed in Chapter 1, "Project Description," the Proposed Actions are intended to facilitate the Long Island City Neighborhood Plan which was informed by years of community engagement with local Community Boards, community residents, business owners, community-based-organizations, elected officials, and other stakeholders. DCP, in conjunction with other City agencies, developed an approach that achieves a number of objectives through zoning changes and other land use actions. The Proposed Actions would introduce zoning changes to allow greater densities and new uses in order to create affordable housing; spur economic and job growth; foster safer, active streets; create a vibrant, accessible, and resilient waterfront; and generate new community resources.

Long Island City is one of New York City's fastest growing neighborhoods in terms of both population and workforce. However, current zoning does not allow the development of housing throughout much of the Project Area and limits the types of building forms allowed in the industrial areas. In areas where residential use is permitted, such as portions of Inland Subareas 2 and 3, the existing zoning does not require affordable housing. Further, the proposed paired zoning districts would be consistent with the zoning districts in the secondary study area (particularly in the areas covered by the existing LIC Special District).

The Proposed Actions are intended to facilitate development patterns that meet the long-term goals of existing and future residents. The proposed zoning is consistent with land use and zoning in adjacent neighborhoods. The Proposed Actions seek to achieve the following land use and zoning objectives as identified in the Draft Neighborhood Plan.

Protect existing affordable housing and generate significant new housing, especially affordable housing that serves diverse types of households and family needs

The Proposed Actions would facilitate the development of 14,699 DUs in the Project Area, of which between 3,349 and 5,023 would be permanently affordable through MIH. MIH would be mapped on most portions of the Project Area where residential zoning would be mapped. Areas that would be mapped with MIH include Inland Subareas 1 and 3, and portions of Inland Subarea 2 and the Waterfront Subarea. Portions of Inland Subarea 2 and the Waterfront Subarea which allow residential uses, would not be mapped as an MIH Area as there would be no increase in residential density.

Invest in existing parks and deliver new high-quality, resilient, sustainable, and accessible open space along the waterfront

The Proposed Actions would facilitate the creation of approximately four acres of publicly accessible open space along Anable Basin and the East River. New waterfront developments would be required to comply with the WAP's public access requirements, facilitating the creation of a continuous shore public walkway. 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 Anable Basin and the East River waterfront from surrounding neighborhoods and to address the configuration of and

varied conditions along waterfront areas. Shore public walkways are linear public access areas running along the waterfront. Upland connections are pedestrian walkways that provide access to the shore public walkway. Supplemental public access areas are additional public space provided to fulfill waterfront requirements on large sites. Visual corridors are open areas that provide an unobstructed view from upland streets to the East River waterfront and Anable Basin. Additionally, the creation of an open space bonus along certain waterfront parcels as part of the LIC Special District would further expand opportunities for waterfront open space. If all applicable developments utilize the bonus, the size of the publicly accessible open space would increase to approximately six acres.

Enhance connectivity with multi-modal transportation, improve safety for pedestrians and bikers, and improve logistics for deliveries, loading zones, and truck access.

The Proposed Actions would enhance public realm conditions, encourage walkability, activate streetscapes, and improve circulation. The proposed zoning text amendment to special district regulations would mandate streetscape improvements on certain streets and enhance the pedestrian experience through the requirement of active and transparent ground floors along key commercial corridors. The proposed changes to the City Map would also support goals of enhancing circulation and providing better access to waterfront sites. The proposed mapping actions on Blocks 488 and 489 would reconnect the area to the street grid and surrounding communities and the proposed street widening of portions of 45th Avenue would enhance circulation and access to light and air on adjacent lots.

Plan for a more resilient and sustainable Long Island City by addressing existing challenges, planned development, population growth, and climate change

The Proposed Actions would result in a new resilient waterfront by raising the grade of waterfront in connection with the construction of mixed-use developments on the waterfront. New buildings would be constructed in accordance with flood-resistant regulations. Population growth would be accommodated by increasing the supply of housing, including needed affordable housing. The Proposed Actions would facilitate amenities for residents, including new neighborhood retail and community facility space. The expansion of non-residential uses would support job creation employment opportunities for New Yorkers.

Support existing businesses and the creative community, increase local job growth, and improve access to diverse, high-quality jobs and training.

The Proposed Actions would rezone the Industrial Subareas of the Project Area to allow for more diverse and job-dense commercial and industrial uses. The M1-3 and M1-4 zoning districts currently mapped over the Industrial Subareas have stunted development. In the No Action condition, only one development will occur in these areas. Land uses in the area will remain predominantly industrial, with a large portion operating as warehouses.

Rezoning the Industrial Subareas would reflect the shift from traditional industrial uses towards expanded non-residential uses, such as life science and creative production. This would support the development of office space and promote other commercial uses. Additionally, the Proposed Actions would increase allowable densities in the Project

Area's paired districts. The development of larger mixed-use buildings would introduce more workers and potential patrons for the area's businesses and would further expand non-residential uses such as those that would be introduced in the Industrial Subareas. The Proposed Actions would create jobs in a diverse array of sectors including life science research, light-manufacturing, office, and retail, and support these sectors with the expanded residential population.

PUBLIC POLICY

PRIMARY STUDY AREA

Housing Our Neighbors

The Proposed Actions directly support the goals and principles outlined in *Housing Our Neighbors* including developing affordable housing on underused public and private sites in a neighborhood with strong access to transit and jobs. The Proposed Actions will also facilitate investments in infrastructure and public services for proposed DUs, as called for in *Housing Our Neighbors.* In total, the Proposed Actions would result in a net increase of 14,699 DUs, of which between 3,349 and 5,023 would be affordable.

City of Yes

DCP has put forth three citywide text amendments known as City of Yes for Economic Opportunity, City of Yes for Housing Opportunity, and City of Yes for Carbon Neutrality. In 2023, the NYC Department of City Planning advanced "City of Yes for Carbon Neutrality," a zoning text amendment application approved by the City Council in December 2023, which is intended to advance efforts to achieve New York City's 2050 greenhouse gas emissions reduction goals. This includes energy grid transformation, building retrofits, and shifts to electric vehicles, transit, and other modes. Among this initiative's specific measures, it: removes existing zoning obstacles that severely limit how much space on a rooftop can be covered by solar panels; addresses burdensome restrictions on wall thickness, height, and other regulations that limit building electrification and retrofitting; facilitates electric vehicle charging in public garages and other places where it is needed; and expands the use of permeable paving and rain gardens; removes red tape and uncertainty for recycling and composting; and facilitates rooftop food production.

- City of Yes for Economic Opportunity (COYEO) was approved by the City Planning Commission on March 6, 2024, and adopted by the City Council on June 6, 2024. This text amendment supports businesses and job growth by ensuring a wider range of businesses can use existing commercial space. The proposal makes zoning flexible enough for empty storefronts to be activated by businesses that serve the City's neighborhoods. Additionally, COYEO creates a range of new Manufacturing Districts designed to enable greater opportunities for job intensive growth. Changes were made to the Special Long Island City Mixed Use District to align with COYEOs broader goals. These included replacing the special purpose district's ground floor rules with a comprehensive suite of improved streetscape regulations. Certain aspects of City of Yes for Economic Opportunity have been carried over by the special district text.

- City of Yes for Housing Opportunity (CHO) was approved by the City Planning Commission on September 25, 2024, and adopted by the City Council on December 5, 2024. This text amendment expands housing options through zoning reforms that would address the city's current housing crisis. Key components included: updates to the MIH program; the introduction of the UAP program, which provides a preferential FAR that is available for affordable housing developments located outside of MIH applicable areas; and the modifications to parking requirements that balance between housing development and the need for parking in some parts of the city. These modifications, in addition to low-density zoning reforms such as allowing Accessory Dwelling Units and modest apartment buildings, aim to enable a little more housing in every neighborhood. Changes were made to the Special Long Island City Mixed Use District to align with CHO's broader goals. These included replacing the Voluntary Inclusionary Housing program with the Universal Affordability Preference and replacing the special purpose district's street wall requirements with the underlying requirements. Certain aspects of the CHO have been carried over by the special district text.

The Proposed Actions would allow for housing growth with permanently affordable housing and retail in a neighborhood with strong public transit access and in close proximity to the Downtown Long Island City Core. With the passage of the zoning text amendments proposed with the City of Yes, the developments generated by the Proposed Actions would be able to take advantage of expanded opportunities to move toward carbon neutrality, such as the implementation of high-performance construction and energy efficiency standards, solar panels, and/or electric vehicle charging stations. The Proposed Actions would also create new economic opportunities by fostering new and expanded commercial, community facility, and light-industrial development, particularly by increasing the number of job-generating uses. Lastly, the Proposed Actions would expand and diversify the City's housing supply by permitting approximately 14,699 new units of housing, approximately 3,349 to 5,0233,245 to 4,867 units of which would be affordable. Therefore, the Proposed Actions would be consistent with the goals of the City of Yes.

Vision Zero

The City's Vision Zero initiative seeks to eliminate all fatalities from vehicle, bicycle, and pedestrian traffic crashes. Vision Zero programs combine strong enforcement and better roadway engineering with improved emergency response and high-visibility campaigns to discourage dangerous behavior on roads. Since 2014, the City has invested in comprehensive engineering, enforcement and education strategies to bring the City closer to the goal of zero deaths and serious injuries. Part of this is identifying places where there are elevated numbers of crashes and fatalities citywide.

The Vision Zero Pedestrian Safety Action Plan (Queens) was released in February 2015 and updated in 2019 and 2023. This plan identified Priority Intersections, Corridors, and Areas in Queens and comprehensive policies to improve pedestrian safety at these locations. The 2023 update identified 56 Priority Corridors. Priority corridors within the primary and secondary study areas include: 21st Street from the Long Island Expressway to 20th Avenue, Queens Plaza from Vernon Boulevard to Northern Boulevard, and 37th Avenue from Vernon Boulevard to Northern Boulevard. Priority Intersections within the primary and secondary study area include: 23rd Street and Jackson Avenue, Queens

Plaza and 27th Street, 21st Street and the Ed Koch Bridge ramp, 21st Street and 37th Avenue.

New York City Food Retail Expansion to Support Health (FRESH) Program

The Proposed Actions would allow opportunities for retail, including grocery stores, in new mixed-use buildings throughout the primary study area. While the Proposed Actions would not expand the existing FRESH Zones, they would encourage redevelopment of Project Area sites currently within the zone.

Where We Live NYC/Fair Housing Together Plan

The Proposed Actions would facilitate equitable housing development in an amenity-rich area by increasing housing opportunities, including housing for New Yorkers who have previously experienced barriers to housing, such as low-income New Yorkers and people of color. The proposed zoning framework would map high- and moderate-density zoning districts, including a combination of residential, and manufacturing districts, which would permit a mix of housing, including affordable housing, community facility, and commercial development, as well as MIH, which would provide for permanently affordable housing.

OneNYC / PlaNYC

The Proposed Project aligns with the goals of *OneNYC/ PlaNYC,* including:

- The Proposed Project would promote a dynamic, mixed-use neighborhood in an area with substantial transit access. The Proposed Project would provide housing, including affordable housing, and would facilitate the development of new open spaces along the waterfront.
- The Proposed Project would be a transit-oriented development. The Project Area is directly served by eight subway 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 station serviced by the E, M, and R subway lines. All stations provide direct access to Midtown Manhattan within one to three stops.
- The Proposed Project would promote an inclusive economy by providing new economic opportunities through the development of underutilized land, and the expansion of industrial and commercial uses in the IBZ.

Waterfront Revitalization Program

Portions of the primary study area are within the Coastal Zone; therefore, the Proposed Actions must be reviewed by CPC, in its capacity as the City Coastal Commission, to determine whether the Proposed Actions are consistent with WRP policies (see **Appendix C**). As discussed in the WRP assessment, the Proposed Actions are consistent with the City's WRP policies and would promote several policies affecting the waterfront, including the provision of new waterfront open space and increased visual and physical access to the waterfront.

Long Island City Industrial Business Zone

The Proposed Actions would be compatible with and supportive of the IBZ. In the With Action condition, the portions of the IBZ within the primary study area would still be zoned for manufacturing and residential use would continue to be prohibited. The proposed zoning changes would increase the allowable FAR and expand the types of non-residential uses for sites in the IBZ, supporting the development of new businesses to sustain the IBZ, ensuring that it can attract new workers and businesses in response to growth and commercial trends in the surrounding neighborhoods.

Long Island City Business Improvement District

The primary and secondary study areas overlap with Long Island City BID (see **Figure 2-7**). The Proposed Actions would support the goals of the Long Island City BID by promoting new commercial uses throughout the primary study area and expanding the types of allowable non-residential uses in the IBZ.

Get Stuff Built

The Proposed Actions would introduce approximately 14,699 new units of housing, with approximately 3,245 to 4,867 affordable units. If the recommendations of Get Stuff Built are implemented, the potential and projected development expected with the Proposed Actions may benefit from these policy changes, thereby allowing for expedited development of affordable housing, furthering the City's overall goal.

New York City Local Laws 92 and 94

Although existing buildings are not affected by this policy (unless major construction of their rooftops is anticipated), new construction permitted by the Proposed Actions would be required to adhere to the regulations in Local Law 92 and Local Law 94.

New York City Local Law 97

Although not applicable to existing buildings in the area, much of the new construction enabled by the Proposed Actions would be required to comply with Local Law 97. Because this project would promote the development of large residential buildings, it is reasonable to assume these buildings would be subject to this local law.

Plan for Long Island City

The Proposed Actions would support the following goals for the *Plan for Long Island City*: maintaining and supporting industrial activities in the northern portion of the neighborhood; development of infill housing in the Hunters Point area; and creation of continuous waterfront public access around Anable Basin and extending north to Queensbridge Park.

New New York: Making New York Work for Everyone

Long Island City was identified as a Core Employment Hub, defined in the *New New York: Making New York Work for Everyone* as one of the areas with the most concentrated economic activity. Specifically, the Proposed Actions would meet the following initiatives

- Goal 1, Initiative 5: Public realm improvements, particularly along the waterfront

- Goal 2, Initiative 28: Investments in employment hubs around transit, industry clusters, and anchor institutions.
- Goal 3, Initiative 35: Update zoning code to increase the supply of supportive housing. ✷