**42-11 30th Avenue Rezoning**
**Queens Community District 1**
**December 8, 2023**

CG Stone Realty, LLC (the "Applicant") requests approval of a zoning special permit pursuant to Zoning Resolution ("ZR") Section 74-533 for a waiver of required accessory off-street parking spaces to facilitate affordable housing within the Transit Zone in the Astoria neighborhood of Queens Community District 1. The proposed special permit pursuant to ZR § 74-533 would facilitate the enlargement of an existing one-story commercial building at 42-11 30th Avenue (Block 698, Lots 41 and 44) (the "Development Site") into a five-story mixed residential and commercial building with 30 dwelling units, including approximately nine permanently income-restricted units pursuant to Mandatory Inclusionary Housing ("MIH") Option 1.

**74-533**
**Reduction of parking spaces to facilitate affordable housing**

*In all districts in the #Transit Zone#, the City Planning Commission may permit a waiver of, or a reduction in, the number of required #accessory# off-street parking spaces for #dwelling units# in a #development# or #enlargement# that includes at least 20 percent of all #dwelling units# as #income-restricted housing units# as defined in Section 12-10 (DEFINITIONS), provided that the Commission finds that such waiver or reduction:*

*(a) will facilitate such #development# or #enlargement#. Such finding shall be made upon consultation with the Department of Housing Preservation and Development;*

As described in the enclosed Project Description, the Applicant is requesting a waiver of the residential off-street accessory parking requirement to facilitate the development of affordable housing pursuant to the MIH Program at the Development Site, which is located within the Transit Zone.

The Proposed Development would contain a total of approximately 30 new dwelling units, with approximately nine (25 percent) as income-restricted units as required by MIH Option 1. While there is no accessory off-street parking requirement for income-restricted units within the Transit Zone, there is a requirement to provide parking at a rate of 50 percent for non-income restricted units. The proposed parking waiver significantly contributes to the financial feasibility of the project by reducing the unnecessarily high cost of providing parking in a transit-oriented development. The Commission may waive required accessory off-street parking spaces for the non-income-restricted dwelling units pursuant to the special permit because the proposed development includes at least twenty percent of all dwelling units as income-restricted housing units.

The Proposed Development would be consistent with the goals articulated in Housing New York: A Five Borough, Ten Year Plan and the OneNYC Plan, both released in 2014, encouraging the creation and preservation of affordable housing throughout the five boroughs. In 2015, The New York City Council adopted the Zoning for Quality and Affordability (ZQA) text amendment which created the special permit to reduce parking requirements for developments that include affordable housing units. The intent was to minimize parking requirements that may be costly or burdensome and to maximize development that would add affordable housing. For these developments, the special permit makes residential off-street parking requirements optional provided certain conditions are met.

*(b) will not cause traffic congestion; and*

The Development Site is located near mass transit options, which serve to minimize the demand for private auto ownership and/or off-street accessory parking. The 30th Avenue station serving the N/W lines is approximately a half-mile from the Rezoning Area. The 46 Street Station serving the E, M and R lines is an approximately 0.6-mile walk southeast of the Rezoning Area at Broadway. Additionally, the Q18 and Q101 bus lines serve the area. In addition, there are Citi Bike docks located at 30th Avenue and 41st Street approximately one-block west of the Development Site, at 30th Avenue and 47th Street approximately four-blocks east, and at Steinway Street and 28th Avenue to the northwest of the Development Site. Furthermore, taxis, car services

and alternative ride sharing services like Uber offer additional options that are easily accessible at all times of day to occupants and users of the proposed development.

The traffic analysis in the Environmental Assessment Statement ("EAS") determined that there would not be potential significant adverse traffic impacts resulting from the proposed development. Moreover, by providing no on-site parking, the project-generated trips would be more dispersed than if parking were provided on-site, thereby reducing congestion in the area.

*(c) will not have undue adverse effects on residents, businesses or #community facilities# in the surrounding area, as applicable, including the availability of parking spaces for such #uses#.*

The anticipated rate of automobile ownership for the non-income restricted residents of the proposed development are projected to be relatively low, by virtue of the proximity of mass transit and other transportation options. As noted above, the site is in the Transit Zone and is well served by transit. According to Census Data, approximately 57 percent of residents in the project census tract (Queens 147) take mass transit to work compared to approximately 20 percent that drive alone to work. Additionally, there are alternative modes of transportation, such as Citi Bike, and car share programs, such as Zipcar, within a short walk from the project site which could reduce the need for residents to own a car. There is a Zipcar facility on Steinway Street south of 31st Avenue less than a half-mile from the Development Site.

Furthermore, the EAS Transportation Chapter, the incremental vehicle and transit trips (subway, railroad, and bus trips) generated by the proposed development would be below the CEQR Technical Manual analysis thresholds requiring further detailed transit analysis. Therefore, the proposed development is not expected to result in any significant adverse impacts to traffic, parking, or the available public transit options in the study area. Accordingly, the waiver of required spaces will not have undue adverse effects on the residents, businesses, or community facilities in the surrounding area, including availability of parking spaces for such uses.

*The Commission may prescribe additional conditions and safeguards to minimize adverse effects on the surrounding area.*