City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Long Island City Neighborhood Plan

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
25DCP001Q	N.A.
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable)
TBD	(*e.g.*, legislative intro, CAPA) TBD

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning (DCP)			NAME OF APPLICANT NYC Department of City Planning (DCP)		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Edith Hsu-Chen, Executive Director, NYC DCP		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 120 Broadway, 31st Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10271
TELEPHONE (212) 720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 212-720-3400	EMAIL ehsuch@planning.nyc.gov	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

Action Type (refer to CEQR Technical Manual Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC ☒ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The New York City Department of City Planning (DCP), together with the New York City Economic Development Corporation (EDC) is proposing a series of actions, including a Zoning Map Amendment, Zoning Text Amendment, City Planning Commission (CPC) Chair Certifications, Change in City Map, and Disposition of Non-Residential City-Owned Property (the "Proposed Actions") to implement land use and zoning recommendations contained in the Long Island City Neighborhood Plan (the "Neighborhood Plan" or "Plan"). The area subject to the Proposed Actions is generally bounded by the East River to the west, Queens Plaza/40th Avenue to the north, 23rd/24th Streets to the east, and 44th Road/45th Avenue/46th Avenue/46th Road/47th Avenue to the south (the "Project Area") (see Figures 1 and 2). The Proposed Actions would affect an approximately 50-block area of Long Island City, Queens, Community Districts 1 and 2.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 1 & 2	STREET ADDRESS NA
TAX BLOCK(S) AND LOT(S) Refer to Figure 3		ZIP CODE 11101

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS East River to the west, Queens Plaza/40th Avenue to the north, 23rd/24th Streets to the east, and 44th Road/45th Avenue/46th Avenue/46th Road/47th Avenue to the south.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY See Attachment A and Figure 4	ZONING SECTIONAL MAP NUMBER 9b

5. *Required Actions or Approvals* (check all that apply)

City Planning Commission: ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☒ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☒ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

6. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☒ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☐ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): Approximately 200 acres (est. 8.7 million sf)
Waterbody area (sq. ft.) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): To be described in the EIS.
Other, describe (sq. ft.): To be described in the EIS.

7. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Refer to Table A-1 of Attachment A: "Project Description" for RWCDS
NUMBER OF BUILDINGS:
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):
HEIGHT OF EACH BUILDING (ft.):
NUMBER OF STORIES OF EACH BUILDING:

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: N/A
The total square feet not owned or controlled by the applicant: N/A

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: N/A sq. ft. (width x length)
VOLUME OF DISTURBANCE: N/A cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: N/A sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2035
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO IF MULTIPLE PHASES, HOW MANY? N/A
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N/A

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

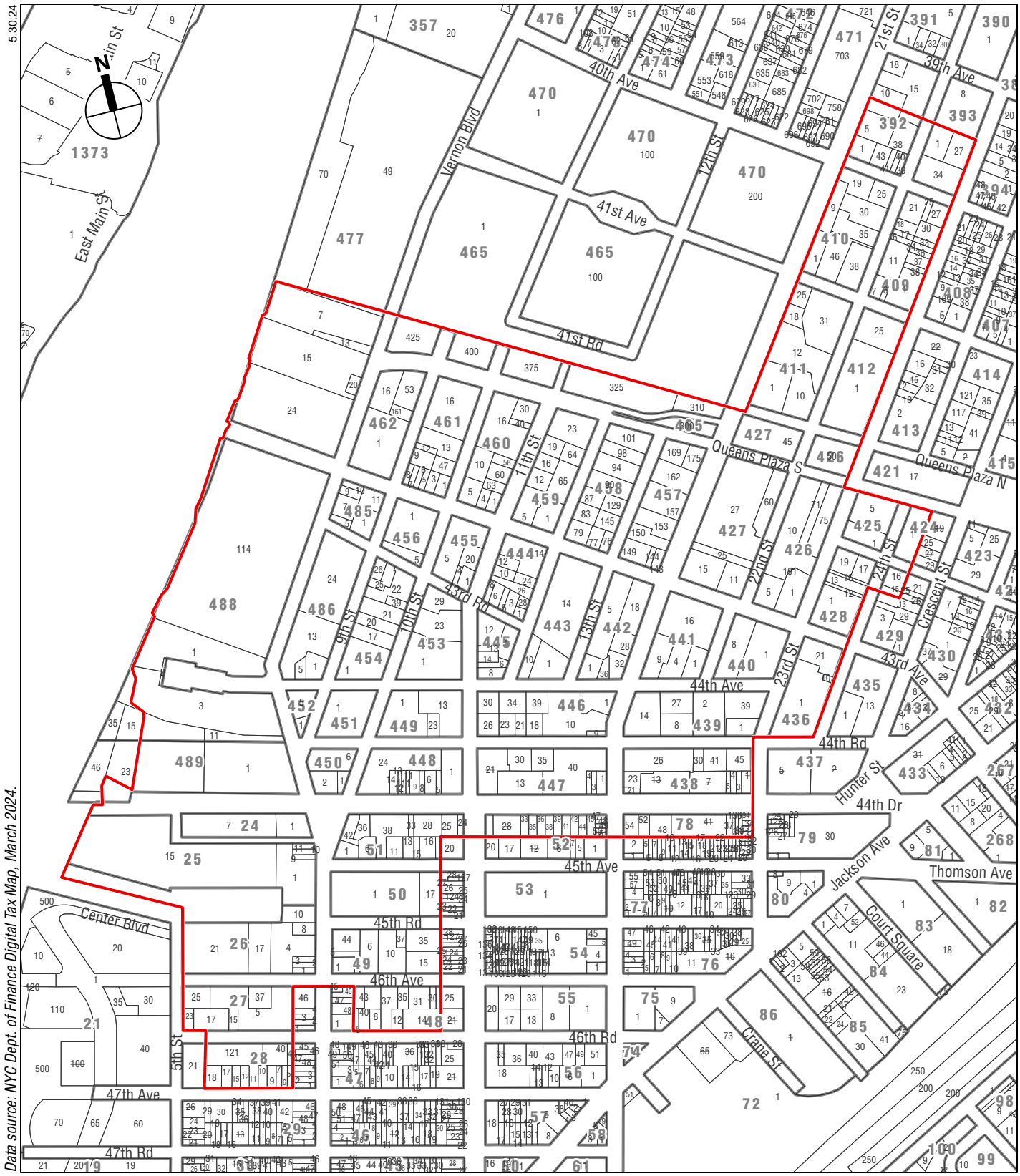
☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: VACANT



Project Area

LONG ISLAND CITY NEIGHBORHOOD PLAN

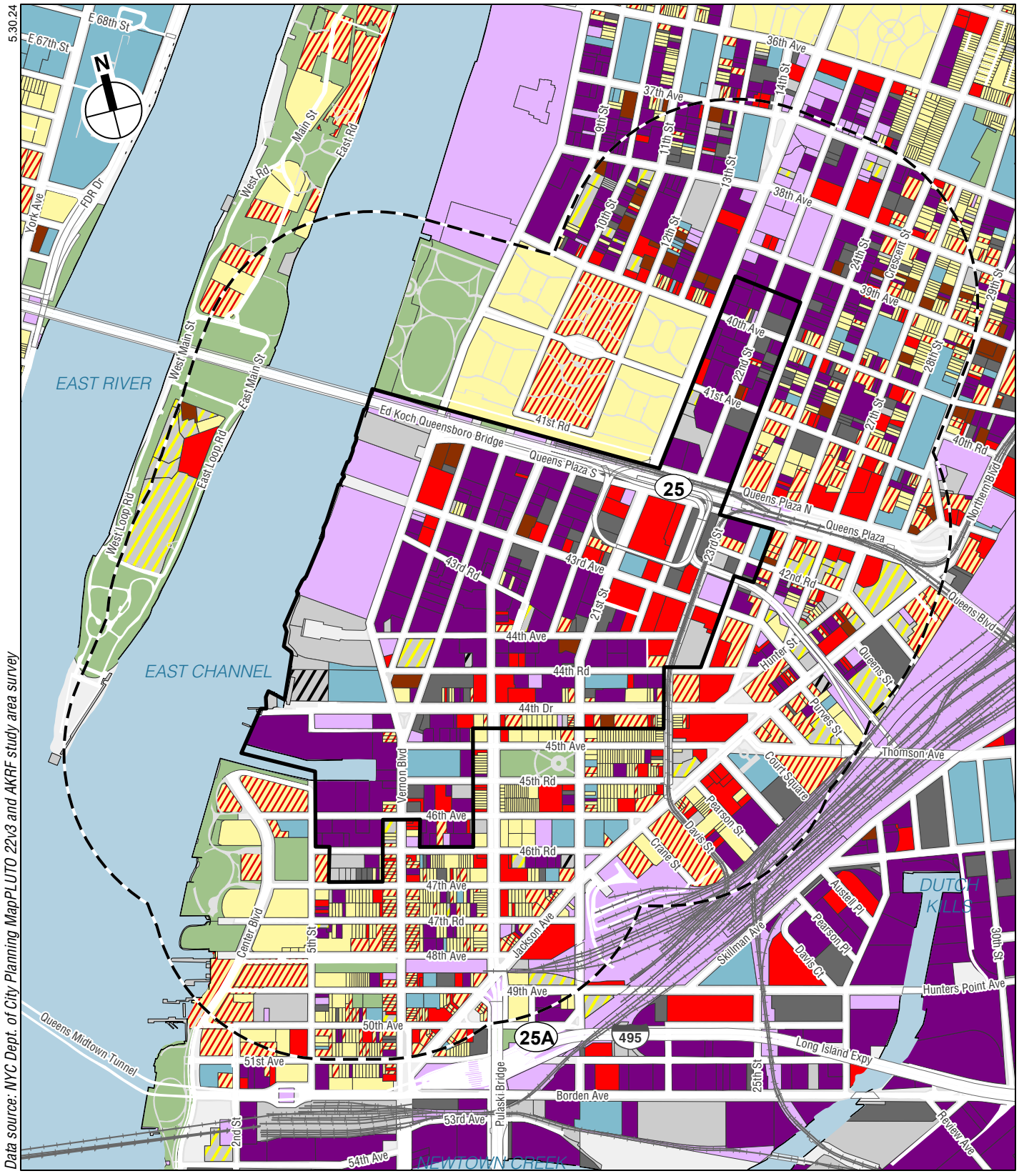
Figure 1



Tax Map

LONG ISLAND CITY NEIGHBORHOOD PLAN

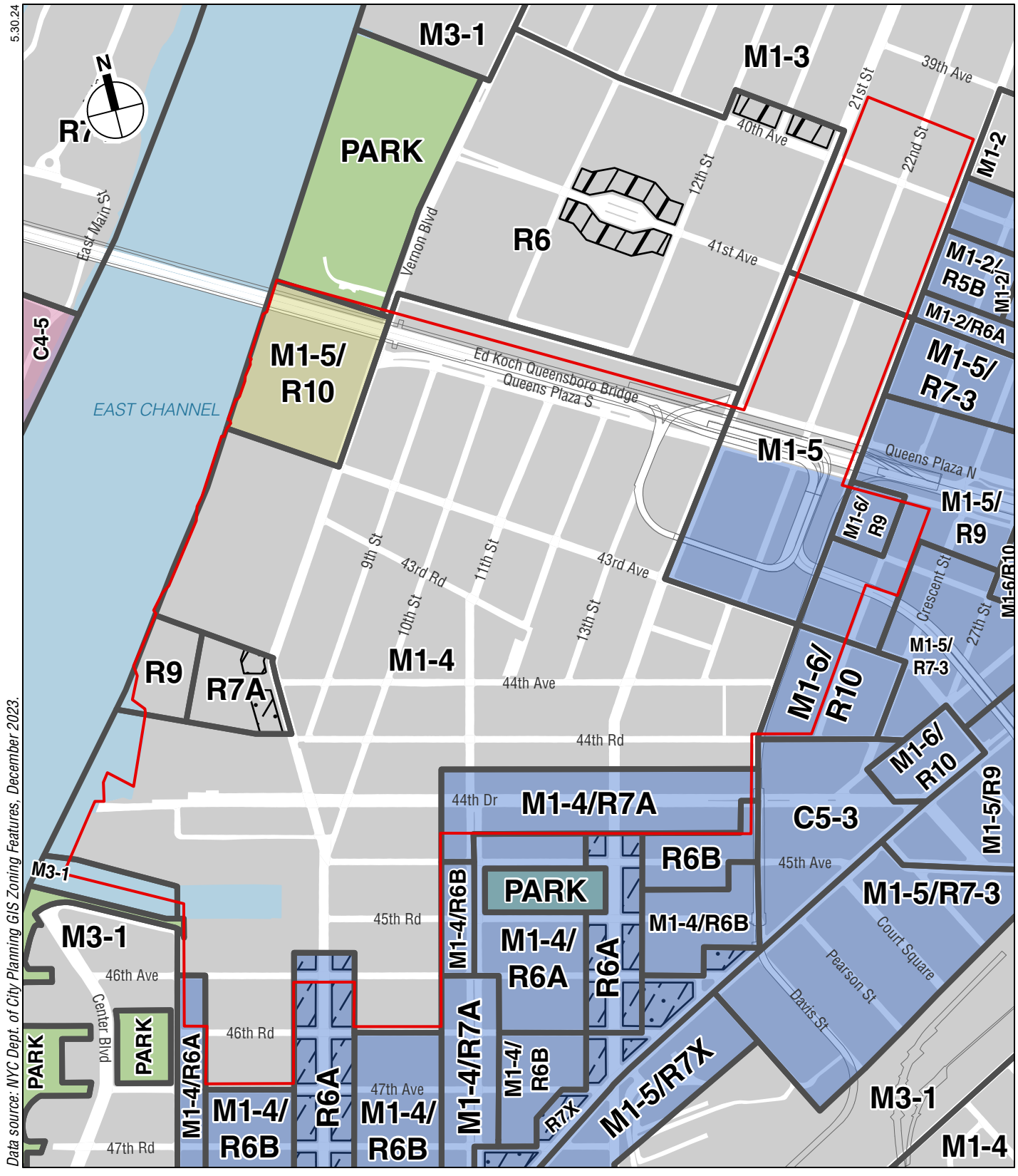
Figure 2



Existing Land Use

LONG ISLAND CITY NEIGHBORHOOD PLAN

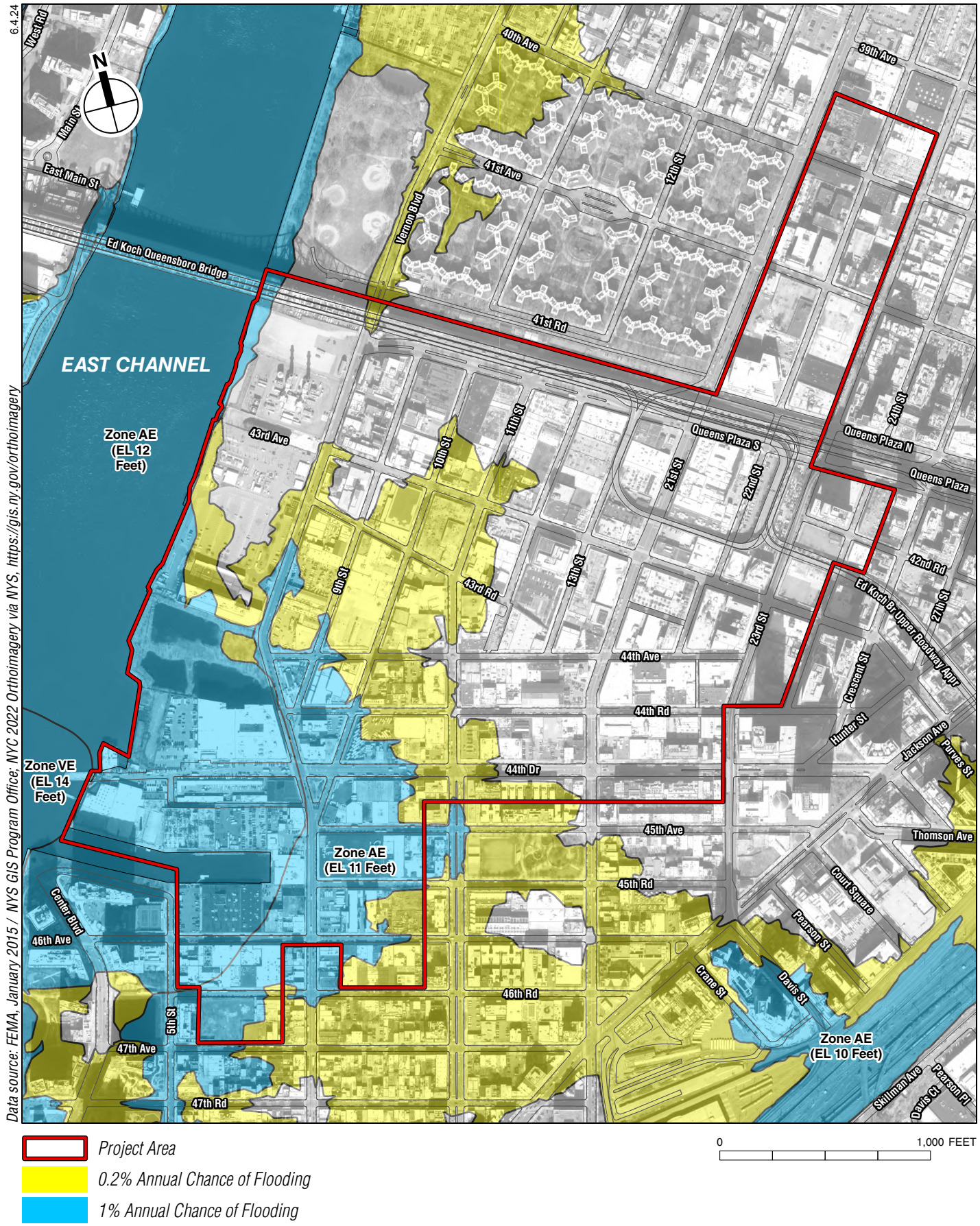
Figure 3



Existing Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 4



FEMA Preliminary FIRM 2015

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 5

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Apartment Houses	Apartment Houses	Apartment Houses	
No. of dwelling units	2	2,043	15,720 – 16,038	13,677-13,995
No. of low- to moderate-income units	0	0	3,932 – 4,012	3,932 – 4,012
Gross floor area (sq. ft.)	2,600	2,000,069	15,371,444 – 15,682,159	13,371,375 – 13,682,290
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Varies; to be described in the EIS	Varies; to be described in the EIS	Varies; to be described in the EIS	
Gross floor area (sq. ft.)	332,334	2,157,559	5,216,765 – 5,436,301	3,059,206 – 3,332,212
Manufacturing/Industrial	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	Varies; to be described in the EIS.	Varies; to be described in the EIS.	Varies; to be described in the EIS.	
Gross floor area (sq. ft.)	1,195,183	1,479,677	906,766	-572,911
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type			Varies; to be described in the EIS	
Gross floor area (sq. ft.)	0	0	339,416	339,416
Vacant Land	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):	Varies; to be described in the EIS.	Varies; to be described in the EIS.	Varies; to be described in the EIS.	
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
PARKING				
Garages	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	To be described in the EIS.	To be described in the EIS.	To be described in the EIS.	
No. of accessory spaces	To be described in the EIS.	To be described in the EIS.	To be described in the EIS.	
Operating hours				
Attended or non-attended				
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	To be described in the EIS.	To be described in the EIS.	To be described in the EIS.	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
No. of accessory spaces	To be described in the EIS.	To be described in the EIS.	To be described in the EIS.	
Operating hours				
Other (includes street parking)	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," describe:				
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	5	4,699	36,156 – 36,887	31,457 – 32,188
Briefly explain how the number of residents was calculated:	Assumes 2.30 persons per DU for residential units in Queens Community Districts 1 and 2.			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	
No. and type of workers by business	Commercial: 831 CF: 0 Mfg/Ind: 806 Residential: 0	Commercial: 8122 CF: 0 Mfg/Ind: 697 Residential: 82	Commercial: 20,005 — 20,903 CF: 339 Mfg/Ind: 907 Residential: 629-642	Commercial: 11,883— 12,781 CF: 339 Mfg/Ind: 210 Residential: 547-560
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	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.			
Other (students, visitors, concert-goers, *etc.*)	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If any, specify type and number:	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	Special LIC Mixed Use District, 6R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M1-4/R6A, M1-4/R7A, M1-5/R9, M1-6/R9	Special LIC Mixed Use District, 6R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M1-4/R6A, M1-4/R7A, M1-5/R9, M1-6/R9	Special LIC Mixed Use District, Waterfront Access Plan, M1-4A, M1-5A, M1-6A, M2-3A, M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8 (wide), M1-6A/R10, M1-6/R10, M1-5A/R8A, M1-6A/R9 FAR	
Maximum amount of floor area that can be developed	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS	Varies; to be described in EIS
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Manufacturing, Commercial, Residential, Open Space, Community Facility	Manufacturing, Commercial, Residential, Open Space, Community Facility	See Attachment A.	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. **To be provided in the EIS – also see Attachment B.**		
(e) Is the project a large, publicly sponsored project?	☒	☐
○ If "yes," complete a PlaNYC assessment and attach. **To be provided in the EIS – also see Attachment B.**		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. **To be provided in the EIS.**		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☒	☐
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☒	☐
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement See "Socioeconomic Conditions" section of Attachment B.		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population? **To be assessed in the EIS.**	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population? **To be assessed in the EIS.**	☐	☐
ii. Indirect Residential Displacement See "Socioeconomic Conditions" section of Attachment B.		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent? **To be assessed in the EIS.**	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents? **To be assessed in the EIS.**	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement See "Socioeconomic Conditions" section of Attachment B.		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project? **To be determined based on EIS analysis.**	☐	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it? **To be determined based on EIS analysis.**	☐	☐

	YES	NO
iv. Indirect Business Displacement See "Socioeconomic Conditions" section of Attachment B.		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area? **To be assessed in EIS.**	☐	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets? **To be assessed in EIS.**	☐	☐
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area? **To be determined based on EIS analysis.**	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses? **To be determined based on EIS analysis.**	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Early Childhood Programs		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent? **To be determined in the EIS.**	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario? **To be determined in the EIS.**	☐	☐
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent? **To be determined in the EIS.**	☐	☐
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate? **To be determined in the EIS.**	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent? **To be determined in the EIS.**	☐	☐
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario? **To be determined in the EIS.**	☐	☐
iii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels? **To be determined in the EIS.**	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area? **To be determined in the EIS.**	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐

	YES	NO
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. **To be provided in the EIS.**		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated? **To be assessed in the EIS.**	☐	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. **See "Historic and Cultural Resources" section of Attachment B.**		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning? **To be assessed in the EIS.**	☒	☐
(c) If "yes" to either of the above, please provide the information requested in Chapter 10. **See "Urban Design and Visual Resources" section of Attachment B.**		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☒	☐
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources. **See "Natural Resources" section of Attachment B.**		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☒	☐
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☒	☐
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☒	☐
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: **To be assessed in the EIS**	☐	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☒	☐
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☒	☐

	YES	NO
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13? **To be assessed in the EIS**	☐	☐
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☒	☐
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. **To be provided in the EIS. Also see "Water and Sewer Infrastructure" section of Attachment B.**		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): appx. 1,281,877 lbs/week (increment of 918,170 lbs/week compared to No Action conditions)		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☒	☐
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): appx. 3,752,894,074 MBTU (increment of 2,211,921,102 MBTU compared to No-Action conditions)		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☒	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) **To be assessed in the EIS.**	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. **To be assessed in the EIS.**		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒

	YES	NO
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☒	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☒	☐
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. **See "Greenhouse Gas Emissions" section of Attachment B.**	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☒	☐
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. **To be provided in the EIS.**		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. **See "Public Health" section of Attachment B.**		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. **See "Neighborhood Character" section of Attachment B.**		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☒	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☒	☐
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☒	☐
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☒	☐
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☒	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Edith Hsu-Chen, Executive Director, NYC DCP		July 12, 2024

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☒	☐
Socioeconomic Conditions	☒	☐
Community Facilities and Services	☒	☐
Open Space	☒	☐
Shadows	☒	☐
Historic and Cultural Resources	☒	☐
Urban Design/Visual Resources	☒	☐
Natural Resources	☒	☐
Hazardous Materials	☒	☐
Water and Sewer Infrastructure	☒	☐
Solid Waste and Sanitation Services	☒	☐
Energy	☒	☐
Transportation	☒	☐
Air Quality	☒	☐
Greenhouse Gas Emissions	☒	☐
Noise	☒	☐
Public Health	☒	☐
Neighborhood Character	☒	☐
Construction	☒	☐

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☒ YES ☐ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☒ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

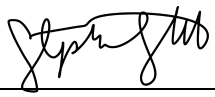
☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Director, Environmental Assessment & Review Division	New York City Department of City Planning
NAME	DATE
Stephanie Shellooe, AICP	July 12, 2024

SIGNATURE



A. INTRODUCTION

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

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

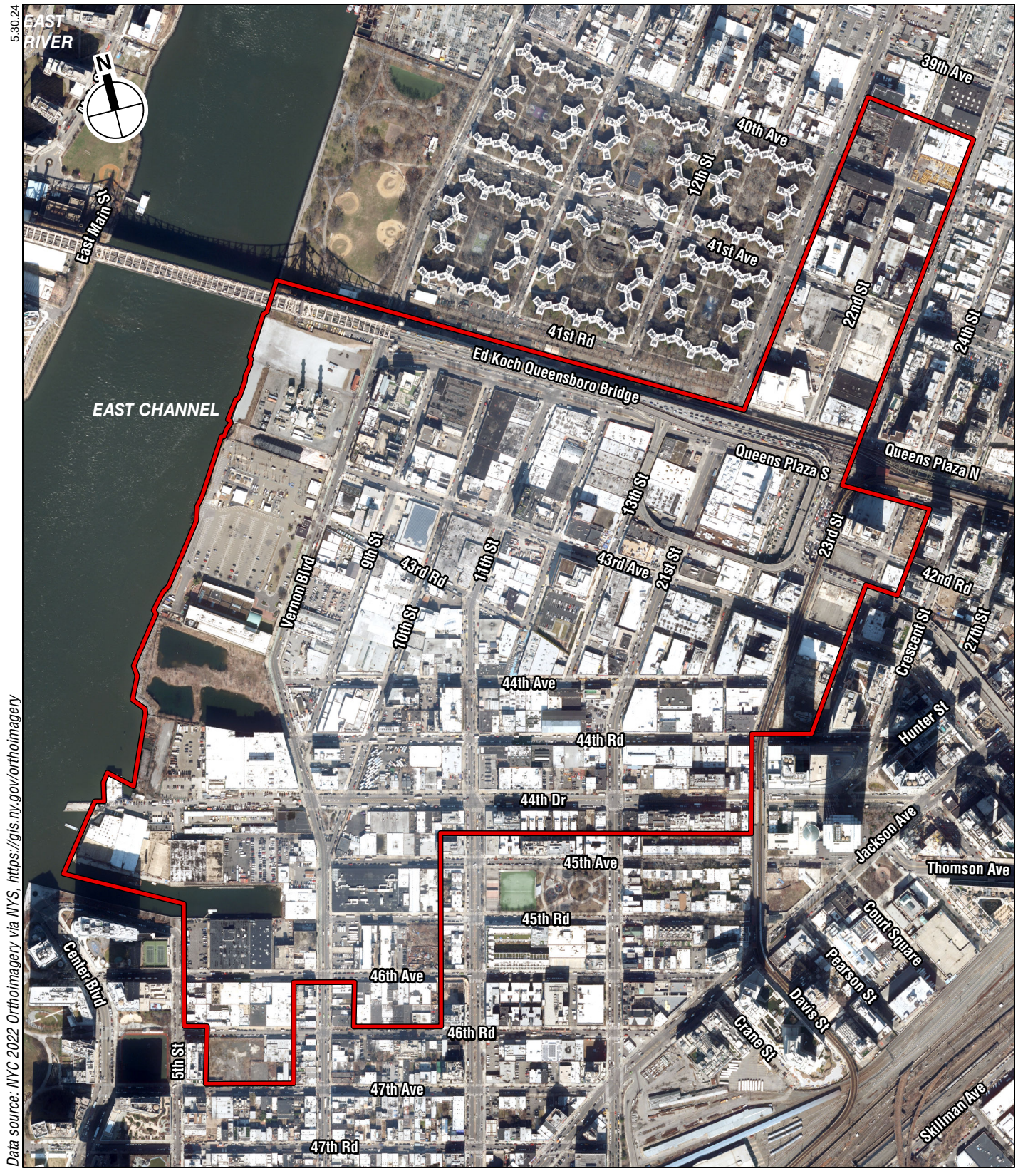
The Proposed Actions are the culmination and continuation of many years of planning work in and around Long Island City, led by local community members, stakeholders, elected officials, and City Agencies. The Proposed Actions reflect and respond to the comments and feedback received through the City's on-going community engagement process, initiated in the Fall of 2023, and seek to leverage Long Island City's status as one of Queens' primary Central Business Districts, excellent transportation accessibility and unique waterfront to expand affordable housing and open space opportunities and position the area as Western Queens' primary



Project Area

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1



Neighborhood Context

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 2

employment hub for new and emerging industries. The Proposed Actions seek to accomplish the following community-informed land use objectives:

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

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

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

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

- Zoning Map Amendment (ZM) to:
  - Rezone portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 to M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10, M1-4A, M1-5A, M1-6A and M2-3A.
  - Expand the existing Special Long Island City Mixed-Use District to portions of the study area outside of the existing special district.
  - Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR 62-951, for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the configuration of and varied conditions along the Basin. The WAP would also modify requirements and standards for public access to address the unique character of the Basin and align with modern citywide standards.
- Zoning Text Amendment (ZR) to
  - Appendix F of the Zoning Resolution, to designate Mandatory Inclusionary Housing (MIH) areas to the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 districts.
  - Modify the existing Special Long Island City Mixed Use District (Article XI, Chapter 7) to create special use, floor area, bulk, circulation and parking regulations on both waterfront and non-waterfront blocks and to establish special height, setback, and street wall regulations for buildings on waterfront blocks and on select corridors among other special rules.

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

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR (New York Codes, Rules and Regulations) 617.4 and 43 RCNY (Rules of the City of New York) 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed July 12. 2024. A Positive Declaration, issued July 12, 2024, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an Environmental Impact Statement (EIS). DCP will be acting as lead agency on behalf of CPC and will conduct a coordinated environmental review.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft

Scope may do so and give their comments to the lead agency. The public, interested agencies, Queens Community Boards (CB) 1 and 2, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting to be held on August 12, 2024, at 2:00 PM. Instructions on how to view and participate, as well as materials relating to the meeting, will be available at the DCP Scoping Documents webpage (https://www.nyc.gov/site/planning/applicants/scoping-documents.page) and NYC Engage website (https://www1.nyc.gov/site/nycengage/index.page) in advance of the meeting. To continue to allow for broad public participation options, DCP will hold the public scoping meeting remotely.

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

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

C. LONG ISLAND CITY NEIGHBORHOOD PLAN AREA HISTORY

STUDY AREA HISTORY

THE EARLY HISTORY OF LONG ISLAND CITY

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

EVOLUTION INTO AN INDUSTRIAL CENTER

In the late 19th century, the Long Island Rail Road moved its western terminus to Long Island City and the Queens County Supreme Court was constructed. These two events helped to make the area the commercial and civic hub of Queens County. Long Island City had a concentration of heavy industrial uses, including a bustling working waterfront. Today, much of that industrial past can be seen in the built form, particularly within the Project Area. However, as the city's industrial economy declined reflecting globalization trends, the economy of Long Island City has since broadened to include office space, art institutions and learning institutions such as LaGuardia

Community College and the City University of New York (CUNY) School of Law, which have been able to repurpose industrial lofts and redevelop underutilized sites.

NEIGHBORHOOD CONTEXT

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

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

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

PROJECT AREA

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

WATERFRONT

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

The waterfront subarea is also home to three city-owned sites all located around the intersection of 44th Drive and Vernon Boulevard. On the northern side of 44th Drive is a six-story loft building owned and operated by the New York City Department of Education (DOE). The site is partially occupied and largely used for storage, office space and other citywide administrative use. To the west of the DOE building is an accessory parking lot for the employees and is owned by the New

York City Department of Small Business Services (SBS). On the southern side of 44th Drive is a one-story building owned and operated by the New York City Department of Transportation (DOT). The DOT building is utilized by the DOT's Roadway Repair and Maintenance, Sidewalk Inspection and Management, and Jolt Elimination/Pothole Repair teams.

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

LONG ISLAND CITY IBZ

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

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

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

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

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

INLAND SITES

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

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

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

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

D. PREVIOUS PLANNING EFFORTS AND PAST ACTIONS

ONGOING CITYWIDE EFFORTS (2020–2024)

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

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

NORTHERN HUNTERS POINT WATERFRONT ACCESS PLAN (1997)

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

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

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

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

SPECIAL LONG ISLAND CITY MIXED USE DISTRICT (2001)

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

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

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

HUNTERS POINT SUBDISTRICT (2004)

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

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

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

DUTCH KILLS SUBDISTRICT (2008)

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

The rezoning responded to concerns that the existing zoning unduly limited residential development and allowed for out-of-scale developments that did not reflect established building

patterns and scales. The proposed strategies were similar to those that were undertaken to the Hunters Point subdistrict, providing new, mixed-use contextual zoning designations and extending the Special Long Island City Mixed-Use District to ensure more predictable building scales appropriate to existing contexts, while allowing a broad mix of uses.

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

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

HUNTERS POINT SOUTH (2008)

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

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

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

HISTORIC DISTRICTS AND LANDMARKS

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

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

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

E. EXISTING ZONING

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

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

R6B (WITHIN LIC – HP)

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

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

R6A (WITHIN LIC – HP)

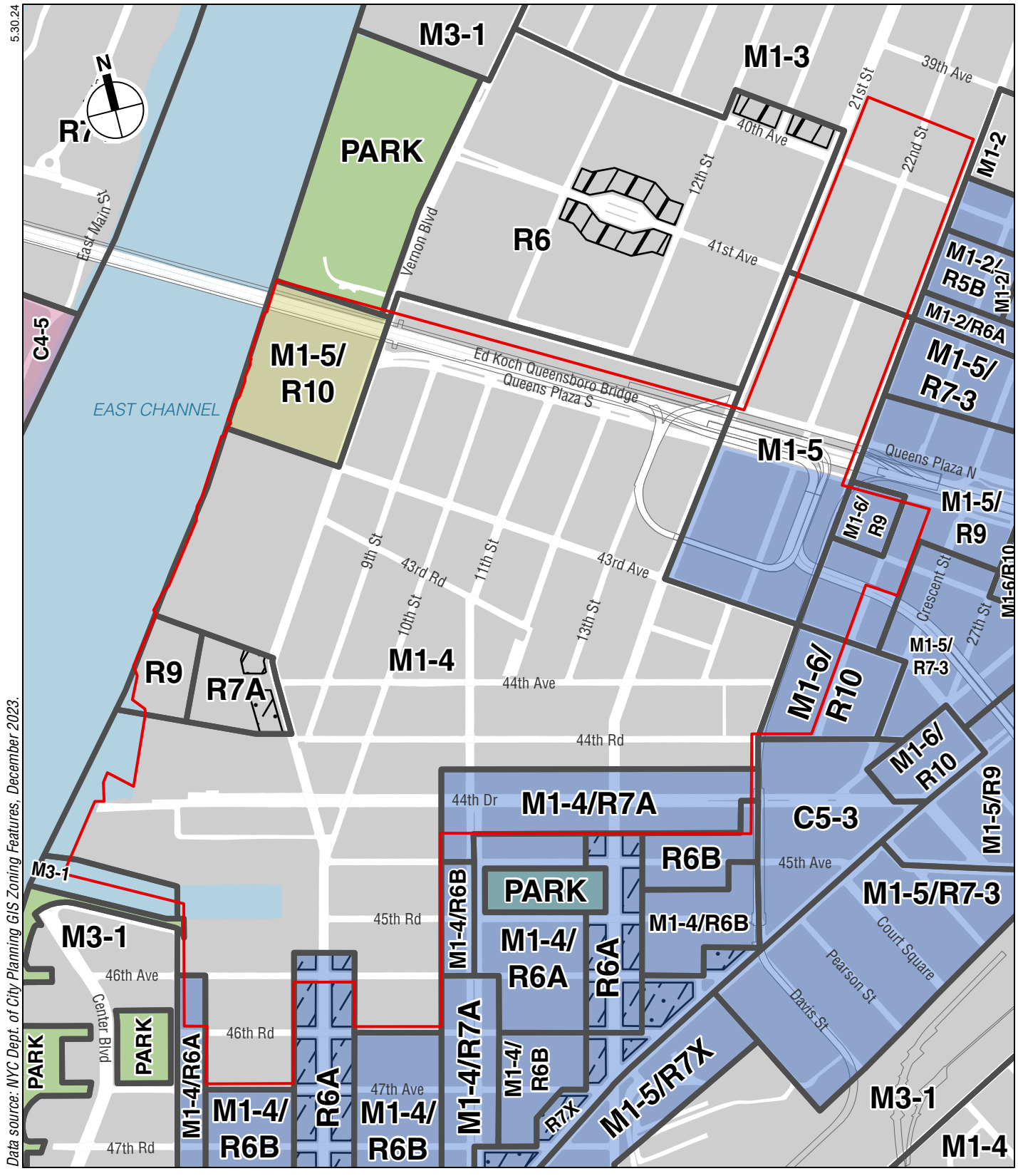
Within the Project Area, R6A is mapped at a 100-foot depth along Vernon Boulevard between 46th Road to the south and a point at the midblock between 45th Road to the north and 46th Avenue to the south.

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

R7A (OUTSIDE LIC)

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

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



Existing Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 3

R9 (OUTSIDE LIC)

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

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

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

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

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

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

M1-4 (OUTSIDE LIC)

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

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

M1-4 / R6A (WITHIN LIC – HP)

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

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

M1-4 / R7A (WITHIN LIC – HP)

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

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

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

M1-5 / R9 (WITHIN LIC – QP)

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

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

regulations that supersede the underlying regulations. Area B permits a maximum FAR of 8.0 for all uses. The area permits a minimum base height of 100 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. No overall building height applies.

M1-6 / R9 (WITHIN LIC – QP)

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

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

M1-6 / R10 (WITHIN LIC – QP)

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

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

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

Commercial overlays are mapped along streets that serve local retail and service needs and are found within residential districts. C1-5 overlays are located across two blocks within the Project Area along Vernon Boulevard at a 100-foot depth where R6A districts are mapped. A C2-5 overlay

is located at a 100-foot depth along the western side of Vernon Boulevard between 44th Road and at a point 100 feet north of 44th Avenue.

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

OFF-STREET PARKING REGULATIONS FOR THE LONG ISLAND CITY AREA

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

HUNTERS POINT SUBDISTRICT REGULATIONS

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

USE REGULATIONS

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

STREET WALL REQUIREMENTS

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

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

QUEENS PLAZA SUBDISTRICT REGULATIONS

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

SPECIAL USE REGULATIONS

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

STREETSCAPE REGULATIONS

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

SPECIAL SIGN REGULATIONS

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

F. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

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

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

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

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

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

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

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

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

Each objective is discussed in more detail below.

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

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

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

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

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

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

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

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

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

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

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

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

As the impacts of climate change increase, Long Island City faces existing and emerging challenges as a rapidly growing waterfront neighborhood. Establishing a continuous, raised shoreline along the waterfront through the WAP is intended to address seal level rise and coastal

flooding. Deploying a range of stormwater management strategies and infrastructure is intended to reduce neighborhood flooding and sewer backups.

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

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

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

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

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

G. DESCRIPTION OF PROPOSED ACTIONS

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

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

- Zoning Map Amendment (ZM) to:
  - Rezone portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 to M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10, M1-4A, M1-5A, M1-6A and M2-3A.
  - Expand the existing Special Long Island City Mixed-Use District to portions of the study area outside of the existing special district.
  - Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR 62-951, for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to

address the configuration of and varied conditions along the Basin. The WAP would also modify requirements and standards for public access to address the unique character of the Basin and align with modern citywide standards.

- Zoning Text Amendment (ZR) to
  - Appendix F of the Zoning Resolution, to designate Mandatory Inclusionary Housing (MIH) areas to the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 districts.
  - Modify the existing Special Long Island City Mixed Use District (Article XI, Chapter 7) to create special use, floor area, bulk, circulation and parking regulations on both waterfront and non-waterfront blocks and to establish special height, setback, and street wall regulations for buildings on waterfront blocks and on select corridors among other special rules.
  - Create a CPC Authorization to allow for the exemption of school floor area and modified bulk under certain conditions throughout the Special District.
  - Expand the applicability of Zoning for Transit Accessibility to the Project Area.
  - Create a waterfront bulk authorization that allows additional height for sites adjacent to elevated ramps and bridges.
  - Create a CPC chair certification to facilitate the alignment of a loop road on Blocks 489 and 488 and allow for the transfer of development rights across a mapped street on these same blocks.
  - Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
  - Create a CPC chair certification to allow for the modification of height restrictions within the Special Long Island City Mixed Used District following verification that said modifications would not pose a hazard to air navigation.
- MM – Change in City Map to:
  - De-map portions of 44th Drive west of Vernon Boulevard.
  - De-map to narrow portions of 44th Drive between Vernon Boulevard and 5th Street.
  - De-map 44th Road west of Vernon Boulevard.
  - De-map 44th Ave west of Vernon Boulevard.
  - Map new public streets in Block 488; and Block 489.
  - Map portions of Block 489, p/o 23 as parkland.
  - Map a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.
  - Map portions of Block 489, p/o 23 as parkland.
- PP – Disposition of Non-Residential City-Owned Property to
  - Dispose of city-owned property located at Block 24, Lot 7.
  - Dispose of city-owned property located at Block 489, Lot 23 and Lot 1, and Block 488, Lot 15, and Lot 11.
  - Dispose of city-owned property located at Block 428, Lot 12, Lot 13, and Lot 16.
  - Dispose of city-owned property located at Block 429, Lot 13, Lot 15, and Lot 29.

PROPOSED ZONING MAP CHANGES

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

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

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

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

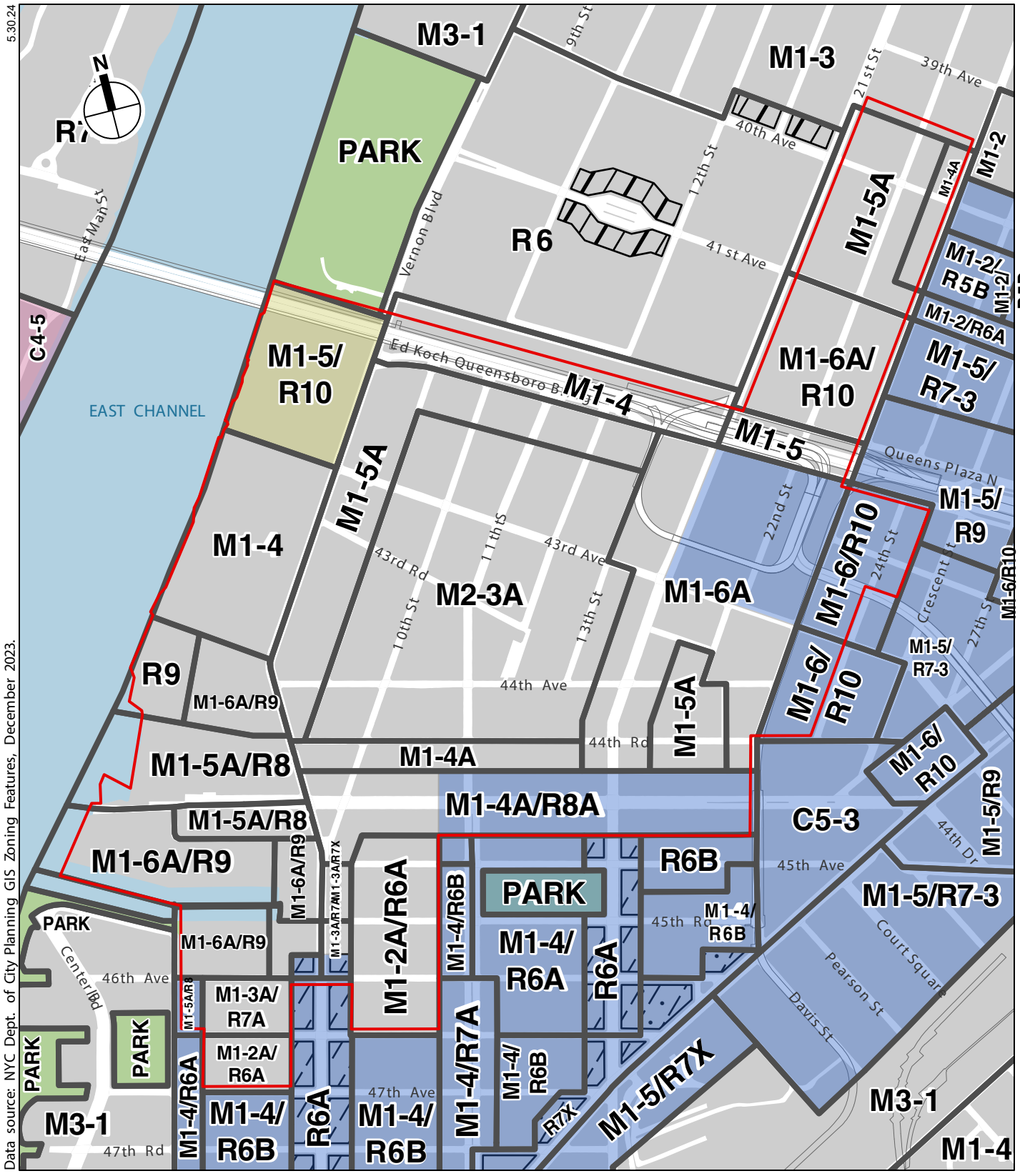
- An area between 47th Avenue to the south, 46th Road to the north, stretching approximately 400 feet midblock, between 5th Street to the west, Vernon Boulevard to the east.
- An area between 46th Road to the south, 45th Avenue to the north, stretching approximately 400 feet midblock, between Vernon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

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

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

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

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



Proposed Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 4

- A portion of a block at the northwestern corner of 46th Avenue and Vernon Boulevard at a depth of 100 feet along 46th Avenue, 75 feet along Vernon Boulevard.

M1-3A/R7A is a mixed-use district that pairs M1-3A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R7A, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-3A/R7A districts permit a maximum residential FAR of 4.6, when mapped with inclusionary housing, and an FAR for community facility, commercial and industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 95 feet, above which the building must be set back, and may rise to a maximum height of 125 feet, with a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Portions of a block between Anable Basin to the north, 46th Avenue to the south, 5th Street to the west and a line approximately 200 feet west of Vernon Boulevard.
- Portions of a block west of Vernon Boulevard between 45th Avenue to the north and a point approximately 350 feet south of 45th Avenue.
- One lot south of 44th Drive, north of Anable Basin and west of Vernon Boulevard at Block 25, Lot 15.

- Portions of two lots west of Vernon Boulevard along either side of the unbuilt 44th Avenue at an approximately 100-foot depth.

M1-6A/R9 is a mixed-use district that pairs M1-6A, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with R9, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-6A/R9 districts permit a maximum residential FAR of 8.0, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 8.0 and an FAR for community facility uses up to 10.0. Mixed-use buildings with residential and non-residential uses would be permitted a maximum street wall height of 125 feet and a maximum building height of 225 feet. Along wide streets a building setback of 10 feet is required and a setback of 15 feet on narrow streets.

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

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

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

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

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

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

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

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

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

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

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

M1-4A is a medium-density manufacturing district that supports a range of commercial and industrial uses. These uses include retail, offices, business services, automotive and semi-industrial uses such as automotive repair, and light industrial uses. M1-4A permits a maximum community facility, commercial and manufacturing FAR of 5.0. M1-4A districts permit a maximum street wall height of 125 feet and have a maximum building height of 155 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

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

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

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

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

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

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

- An area between 43rd Avenue to the south, Queens Plaza South to the north, 13th Street to the west and 23rd Street to the east.

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

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

PROPOSED M2-3A (EXISTING M1-4)

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

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

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

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

The Northern Hunters Point Waterfront Access Plan (WAP) would be modified for the waterfront blocks within the Project Area. The proposed modified WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the

configuration of and varied conditions along the Basin and the East River waterfront. The WAP would also modify requirements and standards for public access to expand the neighborhood's public space amenities, facilitate vibrant public spaces, improve coastal resiliency and local ecology, and address the unique character of Anable Basin.

PROPOSED ZONING TEXT AMENDMENTS

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

SPECIAL LONG ISLAND CITY MIXED-USE DISTRICT (LIC)

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

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

Bulk Regulations

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

Table A-1

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

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

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

Waterfront Bulk Controls

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

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

Table A-2

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

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

Open Space Bonus

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

Streetscape and Urban Design Regulations

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

Community Facility Floor Area Waiver

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

Height Restrictions

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

New Paired Districts

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

MANDATORY INCLUSIONARY HOUSING

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

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

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

percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3, also known as the "Deep Affordability" option, requires that 20 percent of the residential floor area in a building be made affordable to residents at an average of 40 percent AMI. Under the City of Yes for Housing Opportunity proposal currently in public review, Option 3 would be able to be mapped as a standalone option without needing to be paired with Options 1 or 2. The City Council and CPC could apply an additional Option 4, known as the "Workforce" option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30% set-aside at AMIs averaging 115% and does not allow public funding.

PROPOSED DISPOSITION OF CITY-OWNED PROPERTY

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

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

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

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

PROPOSED CHANGES TO THE CITY MAP

The Proposed Actions include changes to the City Map to:

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

The proposed changes to the City Map are intended to rationalize the street network and enhance circulation along the waterfront. The proposed demapping of and mapping of new streets and parkland would facilitate a redevelopment of City-owned land for a mix of uses including significant amounts of affordable housing along with community facility, commercial, light manufacturing, open space, or other uses allowed under the proposed zoning. The proposed

mapping actions on Blocks 488 and 489 would reconnect the area to the street grid and surrounding communities and support the redevelopment and remediation of large vacant and underutilized sites. The proposed street widening would enhance circulation and access to light and air on adjacent lots.

POTENTIAL FUTURE ACTIONS

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

H. ANALYSIS FRAMEWORK

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

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

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

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

DEVELOPMENT SITE CRITERIA

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

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

- Lots utilizing less than half of the permitted Floor Area Ratio (FAR) under the relevant proposed zoning with a total size greater than or equal to 5,000 square feet (including potential assemblages totaling 5,000 square feet or more if assemblage seems probable)

- Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions:
  1. Lots share common ownership and, when combined, meet the aforementioned soft site criteria.
  2. At least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than two distinct owners.
  3. Additionally, sites with 3,000 to 4,999 sf that are underutilized (defined as vacant, occupied by a vacant building, a building with only a single occupied floor).
- Lots located in areas where changes in use would be permitted.

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

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

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

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

  - Buildings with rent-stabilized units are difficult to legally demolish due to tenant relocation requirements. Unless there are known redevelopment plans (throughout the public review process or otherwise), these buildings are generally excluded from the analysis framework.
- Certain large commercial structures, such as multi-story office buildings, sites owned and operated by major national corporations.
  - Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Certain active uses which would have difficulty relocating to other areas because of citywide restrictions on the location of said uses.
- Lots whose location, highly irregular shape, or highly irregular topography would preclude or greatly limit future as-of-right development.
  - Generally, development on highly irregular lots does not produce marketable floor space.

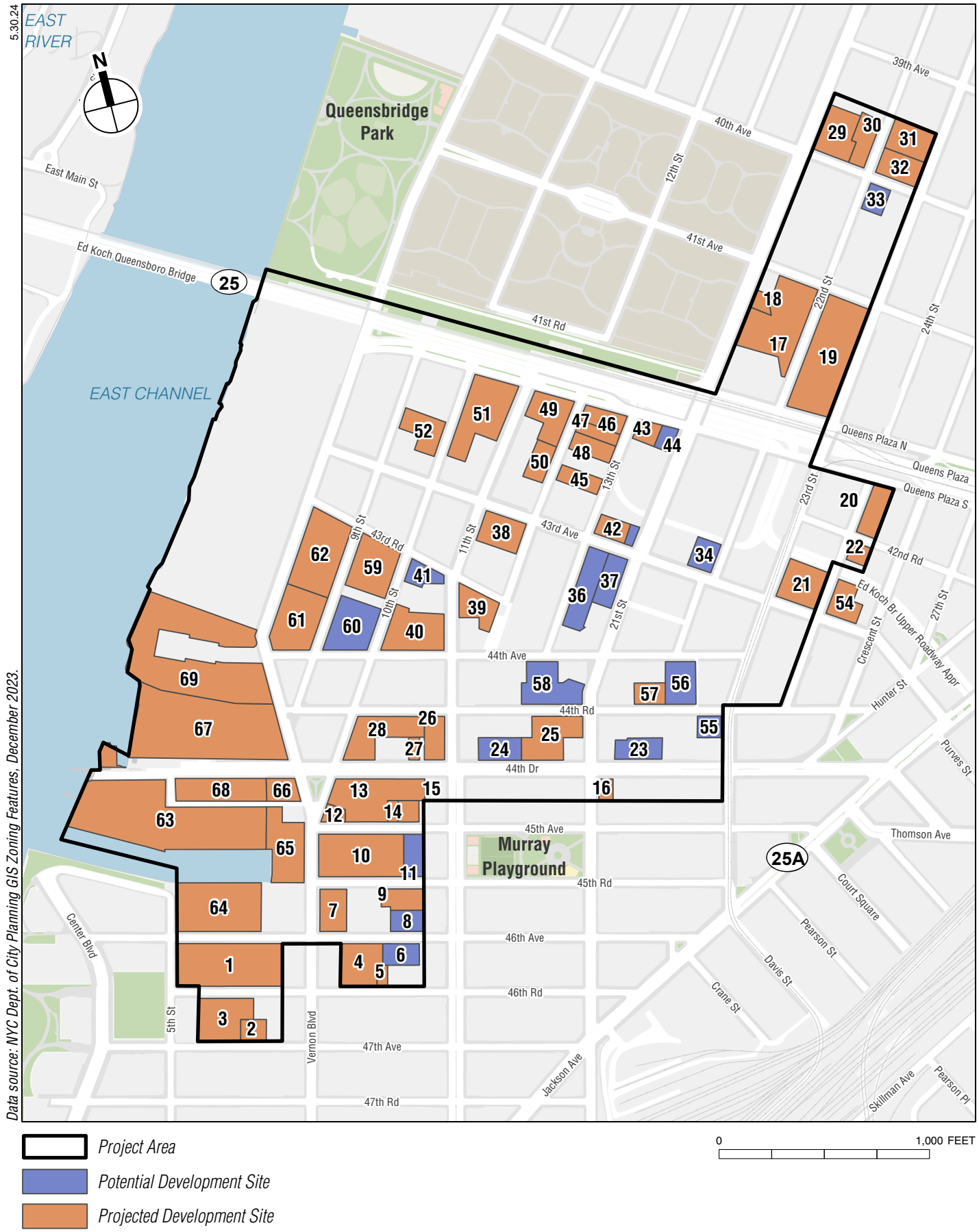
PROJECTED AND POTENTIAL DEVELOPMENT SITES

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

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

Based on the above criteria, 65 development sites (50 projected and 15 potential) have been identified in the rezoning area. These projected and potential development sites are depicted in **Figure 5** and a summary of the RWCDS is provided in **Table A-3** that provides the uses expected to occur on the sites under No Action and With Action conditions.

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



Project Area

Potential Development Site

Projected Development Site

0 1,000 FEET

Development Sites

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 5

DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

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

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

In the future without the Proposed Actions (No-Action), the identified projected development sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. **Table A-3** shows the No-Action conditions for the projected development sites.

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

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

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

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

- An updated zoning framework would permit and expand housing production in certain areas that previously only allowed manufacturing uses or limited housing production.
- The proposed actions would also facilitate the development of MIH units within the neighborhood where new housing developments occur.
- The increases in permitted floor area would enhance flexibility for permitted commercial and manufacturing uses and would induce growth in employment-generating development, including a diversity of uses that have not previously been developed.

- An updated Waterfront Access Plan would expand the open space network along the waterfront with the potential to connect Queensbridge Park to the north with Gantry State Park to the south.
- The WAP would also establish stricter resiliency measures along the waterfront, helping to protect the neighborhood from coastal flooding events.

As shown in **Table A-3**, under the RWCDS, the total development expected to occur on the 50 projected development sites under the With-Action Scenario 1 condition would consist of approximately 15,371,444 sf of residential floor area (approximately 15,720 dwelling units), 20-30% of which are expected to be affordable pursuant to MIH, 5,436,301 sf of commercial uses, 906,766 sf of industrial uses, and 339,416 sf of community facility uses. The With-Action Scenario 1 estimated population would include approximately 36,156 residents and 22,778 workers on these projected development sites. The projected incremental (net) change between the No-Action and With-Action Scenario 1 conditions that would result from the Proposed Actions would be an increase of 13,365,856 sf of residential floor area, 3,332,212 sf of commercial space, 339,416 sf of community facility space, and a net decrease of 572,911 sf of industrial on the projected development sites.

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

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

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

Attachment B: Additional Technical Information for EAS Part II: Technical Analysis

LAND USE, ZONING AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulation or policies governing land use. CEQR also requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas, or in generic or area-wide zoning map amendment.

Several public policies are applicable to the Project Area and surrounding area, including Housing New York, Vision Zero, Where We Live NYC, the Food Retail Expansion to Support Health (FRESH) Program, applicable business improvement districts, applicable IBZs, historic resources, and the City's sustainability/OneNYC policies. Additionally, the Project Area is located within the City's Coastal Zone Boundary, and therefore would require an assessment of its consistency with the policies of the City's Waterfront Revitalization Program (WRP).

The Proposed Actions have the potential to significantly affect land use, zoning, and public policy. Therefore, consistent with the *CEQR Technical Manual* guidance, an assessment of land use, zoning, and public policy will be provided in the EIS, as described in the Draft Scope of Work.

SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, the six principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement due to increased rents; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on specific industries. A socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, affect substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

As detailed in the Draft Scope of Work, the following describes the level of assessment that is warranted and the scope of analysis for the six principal socioeconomic issues of concern.

DIRECT RESIDENTIAL DISPLACEMENT

If a project would directly displace more than 500 residents, it may have the potential to alter the socioeconomic character of a neighborhood, and therefore a preliminary assessment of direct residential displacement is appropriate.

The Proposed Actions have the potential to result in the direct displacement of existing residents from projected development sites identified as part of the RWCDS, but they are not expected to exceed the *CEQR Technical Manual* analysis threshold. Therefore, the Proposed Actions would not result in significant adverse impacts due to direct residential displacement. As described in the Draft Scope of Work, the EIS will disclose the number of residents to be directly displaced by the Proposed Actions and determine the amount of displacement relative to the study area population.

DIRECT BUSINESS DISPLACEMENT

If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. As the Proposed Actions have the potential to exceed the CEQR threshold of 100 displaced employees, a preliminary assessment of direct business displacement will be provided in the EIS, as described in the Draft Scope of Work.

INDIRECT RESIDENTIAL DISPLACEMENT

The Proposed Actions would result in a net increment of more than 200 new DUs, which is the *CEQR Technical Manual* threshold for assessing the potential indirect effects of an action. Therefore, an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the area. The Proposed Actions would generate a net increase of over 200,000 gross square feet (gsf) of new commercial uses to the Project Area, which is the CEQR threshold for "substantial" new development warranting assessment. The Proposed Actions would result in large population increase and has the potential to increase rents in the neighborhood. Therefore, an assessment of indirect business displacement due to increased rents as a result of the Proposed Actions will be provided in the EIS.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION

An assessment of potential business displacement due to retail market saturation (i.e., competition) is not warranted. The Proposed Actions are not expected to add to or create a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in potential for disinvestment on local retail streets. According to the guidelines established in the *CEQR Technical Manual*, projects resulting in less than 200,000 gsf of retail on a single development site would not typically result in socioeconomic impacts warranting assessment. For projects in excess of 200,000 gsf across multiple development sites, a preliminary analysis of socioeconomic impacts is likely only warranted for regional-serving retail. The Proposed Actions would result in a net increase of over 200,000 gsf in retail uses as compared to the No Action

Condition, however it would be entirely local retail with no destination retail. Therefore, an assessment of indirect business displacement due to retail market saturation will not be warranted.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

A preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study area, or whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses. Therefore, an assessment of adverse effects on specific industries will be provided in the EIS, as described in the Draft Scope of Work.

COMMUNITY FACILITIES AND SERVICES

Community facilities are public or publicly funded schools, libraries, childcare centers, health care facilities and fire and police protection. An analysis examines an action's potential effect on the services provided by these facilities. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Actions would not result in the direct displacement of any existing community facilities or services, nor would they affect the physical operations of or access to and from any police or fire stations, or health care facilities. Therefore, the Proposed Actions would not have any significant adverse direct impacts on existing community facilities or services.

New population added to an area as a result of an action would use existing services, which may result in potential indirect effects on service delivery. The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from a proposed action. As per the *CEQR Technical Manual*, depending on the size, income characteristics, and age distribution of the new population, an action may have indirect effects on public schools, libraries, or early childhood programs. The RWCDS associated with the Proposed Actions would introduce between 13,677 and 13,995 net additional dwelling units (DUs) to the area. Assuming average occupancy rates provided in the 2020 Census for Neighborhood Tabulation Areas encompassing the projected development sites, the additional population anticipated to be introduced as a result of the Proposed Actions would be between 31,457 and 32,189 residents (compared to No Action conditions). A discussion of the Proposed Actions' potential effects on community facilities is provided below.

PUBLIC SCHOOLS

If an action introduces less than 50 elementary/middle school age children, or 150 high school students, an assessment of school facilities is not required. The Project Area is located within Community School Districts (CSD) 30. Utilizing the *Projected Public School Ratios* published by the New York City School Construction Authority (SCA), the 50-student threshold for analysis of elementary/middle school capacities in CSD 30 is achieved if an action introduces at least 336 DUs in CSD 30. The threshold for analysis of high school capacity is considered at the borough-wide level and is achieved if an action introduces at least 1,500 residential DUs in Queens. Since the Proposed Actions are projected to introduce between 13,677 and 13,995 DUs, which would introduce approximately 2,052 and 2,099 combined elementary/middle school students and

approximately 1,368 to 1,399 high school students, a detailed analysis of elementary, middle, and high schools is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

LIBRARIES

According to the guidelines established in the *CEQR Technical Manual*, if a proposed action increases the number of dwelling units served by the local library branch by more than 5 percent, then an analysis of library services is necessary. In Queens, the introduction of 663 dwelling units would represent a five present increase in DUs per branch. As the RWCDS associated with the Proposed Actions would result in the addition of between 13,677 and 13,995 DUs to the study area compared to the No Action condition, it exceeds the CEQR threshold for a detailed analysis, and an analysis of libraries will be provided in the EIS, as described in the Draft Scope of Work.

EARLY CHILDHOOD PROGRAMS

The *CEQR Technical Manual* requires a detailed analysis of early childhood programs when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at publicly funded early childhood programs. Typically, proposed actions that generate 20 or more eligible children under age six require further analysis. According to Table 6-1 of the *CEQR Technical Manual*, the number of affordable housing units needed to yield 20 or more eligible children in Queens would be 139 DUs. The RWCDS associated with the Proposed Actions would result in a net increment of between 13,677 and 13,995 DUs compared to the No Action, of which 3,932 to 4,012 DUs would be affordable (25 percent of incremental residential floor area) and it is assumed, in accordance with CEQR guidelines, that 3,039 to 3,103 DUs (approximately 20 percent of residential floor area) would be targeted for households with incomes of 80% AMI or below, which is used as a proxy for eligibility for early childhood programs. As such, the Proposed Actions exceed the threshold for an analysis of early childhood programs and an analysis will be provided in the EIS, as described in the Draft Scope of Work.

POLICE/FIRE SERVICES AND HEALTH CARE FACILITIES

According to the *CEQR Technical Manual*, a detailed analysis of police and fire services and health care facilities is required if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not warranted. For informational purposes, a description of existing police, fire, and healthcare facilities serving the study area will be provided in the EIS.

OPEN SPACE

The *CEQR Technical Manual* defines Open Space as publicly accessible, publicly, or privately owned land that is available for leisure, play, or sport is set aside for the protection or enhancement of the natural environment. Open space may be public or private and may include areas used for sports, exercise, or play (active open space) and/or areas used for sitting, strolling, or relaxing (passive open space). The *CEQR Technical Manual* guidance indicates that an open space analysis should be conducted if an action would result in a direct effect, such as the physical loss or alteration of public open space, or an indirect effect, such as when a substantial new population could place added demand on an area's open spaces. An open space analysis focuses on officially designated existing or planned public open space. The *CEQR Technical Manual* indicates that if

a project would result in an increase of more than 200 residents or 500 employees, then an analysis of open space would be appropriate.

While direct effects to open space are not anticipated, based on the RWCDS, as discussed in Attachment A, "Project Description," the Proposed Actions would introduce an increment of between 31,457 and 32,189 residents and between 13,878 and 12,993 workers to the area (compared to No Action conditions), exceeding the threshold for open space indirect analysis for both residential and nonresidential populations. Therefore, an open space indirect analysis for both residential and nonresidential populations will be included in the EIS, as described in the Draft Scope of Work.

SHADOWS

The *CEQR Technical Manual* requires a shadow assessment for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Actions would permit development of buildings greater than 50 feet in height, some of which would be located in the vicinity of sunlight sensitive resources (e.g., Anable Basin, the East River, etc.). Therefore, the Proposed Actions and RWCDS have the potential to cast new shadows on nearby open spaces or other sunlight sensitive resources. As such, consistent with the guidance of the *CEQR Technical Manual*, an analysis of the new buildings' potential to result in significant adverse shadow impacts on sunlight sensitive resources is warranted and will be included in the EIS, as described in the Draft Scope of Work.

HISTORIC AND CULTURAL RESOURCES

A historic and cultural resources assessment is performed if there is the potential to affect either archaeological or architectural resources. Under CEQR, impacts to historic resources are considered on those sites directly affected by a proposed action and in the areas surrounding identified development sites.

The Proposed Actions have the potential to impact designated and/or potential architectural resources. The Proposed Actions would also result in additional in-ground disturbance in the Rezoning Area, specifically at the locations of the projected development sites identified in the RWCDS, and therefore have the potential to affect archaeological resources that may be present on or nearby those sites. Thus, assessments of architectural and archaeological resources will be provided in the EIS, as described in the Draft Scope of Work.

URBAN DESIGN AND VISUAL RESOURCES

The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. A preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action.

The Proposed Actions would expand the existing special Long Island City Mixed Use District to the Rezoning Area outside of the existing special district and modify the Northern Hunters Point

Waterfront Access Plan. The Proposed Actions would generate development that would result in physical changes beyond the density, bulk, and form currently permitted as-of-right under existing zoning. These changes could affect a pedestrian's experience of public space, warranting an urban design assessment. As the Rezoning Area is located along the East River, the potential of the Proposed Actions to result significant adverse impacts to viewsheds will be considered in the EIS. Therefore a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include groundwater, soils, and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

According to the *CEQR Technical Manual*, a natural resources assessment may be appropriate if a natural resource is present on or near the site of a project, and the project would, either directly or indirectly, cause a disturbance of that resource. Much of the Project Area and surrounding area has been developed with buildings and paved surfaces. As such, vegetation is limited and there is minimal habitat to support native wildlife. However, portions of the Project Area are less developed (i.e., the shoreline of the East River, the Queensbridge Park, and an undeveloped lot bounded by 44th Road, Vernon Boulevard, Con Edison – The Learning Center, and the East River) and may support additional native wildlife. Therefore, a preliminary assessment of natural resources will be undertaken in the EIS, following the guidelines in the *CEQR Technical Manual*.

The future conditions for the natural resources within the Project Area in the No Action condition will be described in the EIS as the baseline condition. The potential effects of the Proposed Actions on natural resources, in comparison with the No Action condition, will be assessed including impacts on groundwater, floodplains, wetlands, aquatic resources, terrestrial resources, and protected species as described in the Draft Scope of Work.

The EIS will evaluate the potential of the Proposed Actions to impact groundwater within the Project Area, which is within the limits of the EPA-designated Brooklyn-Queens sole source aquifer. Portions of the Project Area fall within the Federal Emergency Management Agency (FEMA)-mapped 1 percent annual chance floodplain (Zone AE) and 0.2 percent annual chance floodplain (Zone X), as such the EIS will evaluate the effects of the Proposed Actions on current and future floodplains. The EIS will assess the potential for the Proposed Actions to affect aquatic resources and NYSDEC-mapped tidal wetlands in the East River, as well as affects to any other wetlands or surface waters within the Project Area. The less developed portions of the Project Area provide habitat to support native wildlife, as such the EIS will evaluate the potential of the Proposed Actions to impact ecological communities and wildlife habitat within the Project Area. There are no records of state-listed threatened or endangered species in the vicinity of the Project Area, however, the EIS will evaluate the potential of the Proposed Actions to affect federally listed terrestrial and aquatic species.

The EIS will consider the potential short-term and long-term impacts of development anticipated under the reasonable worst-case development scenario associated with the Proposed Actions, including beneficial impacts to wildlife from any landscaping and establishment of street trees that

would be implemented as part of the Proposed Actions and will include recommended measures to minimize adverse impacts to existing natural resources and to enhance resources with the Proposed Actions.

HAZARDOUS MATERIALS

According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials on the projected and potential development sites identified in the RWCDS, as described in the Draft Scope of Work.

WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than one million gallons per day [gpd]), or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

The Proposed Actions would result in an incremental demand for water of more than 1 million gpd (see **Table B-1**) and therefore, would require an analysis of water supply. As shown in **Table B-1**, it is estimated that the RWCDS associated with the Proposed Actions (projected development sites) would result in a net total water demand of approximately 6.2 million gallons per day (mgd) compared to the No Action condition.

The Proposed Actions would also result in a net increase of up to approximately 14,000 DUs, approximately 340,000 sf of community facility space and approximately 3 million sf of commercial space, which is more than 400 DUs and over 150,000 sf of non-residential development, the applicable thresholds for combined sewer areas in Queens. Therefore, an analysis of the Proposed Actions' effects on wastewater and storm water infrastructure is warranted. Further detail is provided in the Draft Scope of Work.

Table B-1
Expected Water Demand and Wastewater Generation on Projected Development Sites: No Action vs. With Action Conditions

Land Use	Water Consumption and Wastewater Generation Rates[1]	Area/Units	Domestic Water/Wastewater Generation (gpd)	Air Conditioning (gpd)
No Action Condition				
Residential	Domestic: 100 gpd/person2 A/C: 0.17 gpd/sf	2,000,069 sf (2,043 DUs)	469,900	340,012
Retail	Domestic: 0.24 gpd/sf A/C: 0.17 gpd/sf	295,725 sf	70,974	50,273
Office	Domestic: 0.10 gpd/sf A/C: 0.17 gpd/sf	1,808,364 sf	180,836	307,422
Community Facility[3]	Domestic: 0.10 gpd/sf A/C: 0.17 gpd/sf	0 sf	-	-
Manufacturing/Warehouse/ Auto-Related	Domestic: 0.23 gpd/sf[4] A/C: 0.17 gpd/sf	1,479,677 sf	340,326	251,545
			No Action Condition—Total Water Demand	**2,011,288**
			No Action Condition—Total Wastewater Generation	**1,062,036**
With Action Condition[5]				
Residential	Domestic: 100 gpd/person2 A/C: 0.17 gpd/sf	15,800,775 sf (16,038 DUs)	3,688,700	2,665,967
Retail	Domestic: 0.24 gpd/sf A/C: 0.17 gpd/sf	864,915 sf	207,580	147,036
Office	Domestic: 0.10 gpd/sf A/C: 0.17 gpd/sf	4,029,182sf	402,918	684,961
Community Facility[3]	Domestic: 0.10 gpd/sf A/C: 0.17 gpd/sf	339,416 sf	33,942	57,701
Manufacturing/Warehouse/ Auto-Related	Domestic: 0.23 gpd/sf[4] A/C: 0.17 gpd/sf	906,766 sf	208,556	154,150
			With Action Condition—Total Water Demand	**8,251,511**
			With Action Condition—Total Wastewater Generation	**4,541,696**
			With Action Condition—Incremental Water Demand	**6,240,223**
			With Action Condition—Incremental Wastewater Generation	**3,479,660**

Notes:
Totals may not sum due to rounding.
gpd = gallons per day; DU = dwelling unit
[1] Consumption rates from *CEQR Technical Manual* Table 13-2, "Water Usage and Sewage Generation Rates for Use in Impact Assessment," unless otherwise noted.
[2] Assumes 2.30 residents per DU—average household size of Queens Community Districts 1 and 2.
[3] All community facility space, including medical office and community center space, is assumed to consume water and generate domestic wastewater at the *CEQR Technical Manual* rates for office space.
[4] Based on East New York Rezoning Proposal FEIS (equal to 10,000 gpd/acre); calculated based on total building floor area.
[5] Projections based on With Action condition scenario 2, which results in higher water demand and sanitary sewage generation than With Action condition scenario 1.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. Based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Actions would result in a net increase of approximately 899,317 pounds (lbs) of solid waste per week (approximately 450 tons), compared to No Action conditions. Therefore, an analysis of solid waste

and sanitation services is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work.

ENERGY

According to the *CEQR Technical Manual,* a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Although significant adverse energy impacts are not anticipated for the Proposed Actions, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions, as this information is required for the assessment of Greenhouse Gas Emissions (see below). Further detail is provided in the Draft Scope of Work.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in **Table B-2**, it is estimated that the RWCDS associated with the Proposed Actions would result in a total annual energy consumption of approximately 3,703,027,800 million BTUs, an increment of approximately 2,162,754,0852 million BTUs over the No Action condition. As noted in the Draft Scope of Work, an assessment of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS.

Table B-2
2035 No Action Condition and 2035 With Action Condition Estimated Energy Consumption

	Use	Size (sf)	Consumption Rates (Thousand BTU (MBTU)/sf/yr.)	Annual Energy Use (million BTUs)
No Action Condition	Large Residential	2,000,069	126.7	253,408,742
	Commercial	2,157,559	216.3	466,680,012
	Community Facilities	0	250.7	0
	Industrial	1,479,677	554.3	820,184,961
No Action Total				**1,540,273,715**
With Action[2] Condition	Large Residential	15,682,159	126.7	1,986,929,545
	Commercial	5,216,765	216.3	1,128,386,270
	Community Facilities	339,416	250.7	85,091,591
	Industrial	906,766	554.3	502,620,394
With Action Condition Total				**3,703,027,800**
Net Difference: With Action Condition and No Action Condition				**2,162,754,085**

Notes:
1. Consumption rates are from the *CEQR Technical Manual*, Table 15-1, "Average Annual Whole-Building Energy Use in New York City".
2. Projections based on With Action condition scenario 2, which results in higher energy consumption than With Action condition scenario 1.

TRANSPORTATION

Consistent with the guidelines of the *CEQR Technical Manual*, an assessment of transportation will be provided in the EIS. Based on preliminary estimates for the RWCDS, the Proposed Actions are expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour. The RWCDS is also expected to

generate 50 or more vehicles per hour during each of the peak hours through one or more intersections. Therefore, detailed traffic analysis is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work, the EIS will document changes in on-and off-street parking utilization in the future No Action and With Action conditions, and will include a parking assessment to determine whether the Proposed Actions and associated RWCDS would result in excess parking demand, and whether there is a sufficient number of other parking spaces in the study area to accommodate that excess demand. The DEIS will also include a safety assessment consistent with the CEQR Technical Manual.

Based on preliminary estimates, the RWCDS is expected to generate more than 200 subway trips at one or more stations and more than 50 bus passengers in a single direction on one or more bus routes in the weekday AM, midday, and PM peak hours. Therefore, detailed subway and bus transit analyses are warranted and would be provided in the EIS, as detailed in the Draft Scope of Work. The transit analyses will focus on the weekday AM and PM peak commuter hours as it is during these periods that the overall demand on the subway and bus systems is usually highest.

Based on preliminary estimates, there are expected to be more than 200 project-generated pedestrian trips in all peak hours, which include walk-only trips as well as the pedestrian component associated with walking between projected development sites and other modes of travel, such as subway stations, bus stops. Although these pedestrian trips would also be dispersed throughout the rezoning area, some concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of projected development sites and along corridors connecting these sites to area transit services. Therefore, detailed pedestrian analysis is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

AIR QUALITY

Under CEQR, an air quality analysis determines whether proposed actions would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality and considers the potential of existing sources of air pollution to impact the proposed uses. As discussed below, the Proposed Actions would require an air quality analysis including both mobile and stationary sources.

Mobile source impacts could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. Mobile source impacts also could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses. Additional stationary source impacts could occur with actions that add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

The Proposed Actions would result in the conditions outlined in Section 210 of Chapter 17 of the *CEQR Technical Manual*. Specifically, the number of project-generated trips will likely exceed the *CEQR Technical Manual* CO analysis screening threshold of 170 vehicles in the peak hour at a number of locations throughout the study area, in addition to exceeding the CEQR $PM_{2.5}$

screening threshold regarding heavy-duty trucks or equivalent vehicles. In addition, the Proposed Actions and associated RWCDS would result in the conditions outlined in Section 220 in Chapter 17. Specifically, the projected and potential developments would use fossil fuels for heat and hot water systems. Furthermore, as portions of the Project Area are located within or near manufacturing zoned districts, an analysis of emissions from industrial sources must be performed, in accordance with the *CEQR Technical Manual*. Therefore, consistent with the guidelines of the *CEQR Technical Manual*, an assessment of air quality will be provided in the EIS, as detailed in the Draft Scope of Work.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The *CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 gsf or more (or smaller projects that would result in the construction of a building that is particularly energy-intense, such as a data processing center or health care facility). The Proposed Actions would result in a net increment of approximately 16.5 million sf of new projected development, exceeding the 350,000-gsf threshold in the *CEQR Technical Manual*. Therefore, a GHG assessment will be provided in the EIS, as described in the Draft Scope of Work.

According to the *CEQR Technical Manual*, depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a proposed project in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for projects at sites located within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs, or within future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. Portions of the Project Area are located within the special flood hazard area (one percent annual chance of flooding). Therefore, the Project Area may be susceptible to storm surge and coastal flooding, and an assessment of climate change is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

NOISE

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would introduce noise sensitive receptor(s) be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action introduces noise sensitive receptor(s) located near a heavily trafficked thoroughfare, or if an action would introduce noise sensitive receptor(s) within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would introduce noise sensitive receptor(s) located in an area with high ambient noise levels resulting from stationary sources.

A detailed noise analysis will be included in the EIS as the Proposed Actions would meet the following *CEQR Technical Manual* thresholds: they would result in additional vehicle trips to and from the Project Area; and they would introduce new sensitive receptors in the vicinity of heavily trafficked roadways and an elevated rail line along 23rd Street. Building attenuation required to provide acceptable interior noise levels for the projected and potential development sites will also be examined and discussed in the EIS, as described in the Draft Scope of Work.

PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. The *CEQR Technical Manual* indicates that for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS, as described in the Draft Scope of Work.

NEIGHBORHOOD CHARACTER

Per the *CEQR Technical Manual*, a neighborhood character assessment considers how elements in the environment combined to create the context and feeling of a neighborhood and how a project may affect that context and feeling. To determine a project's effects on neighborhood character, a neighborhood's contributing elements are considered together.

According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the project may have moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of the Project Area's neighborhood character, including land use patterns, urban design, historic and cultural resources, and levels of traffic and noise. Therefore, an analysis of the Proposed Actions' effects on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

CONSTRUCTION

Construction impacts, although temporary, can include the disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the

potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

Under CEQR, projects involving the development of multiple sites with overall construction periods lasting longer than two years and which are near sensitive receptors should undergo a preliminary assessment. Therefore, this will be undertaken in the EIS, following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments indicate the potential for a significant adverse impact during construction, a detailed construction impact analysis will be prepared for the EIS in accordance with guidelines contained in the *CEQR Technical Manual* as described in the Draft Scope of Work.

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