RESILIENT EDGEMERE COMMUNITY INITIATIVE
EDGEMERE, QUEENS

December 9, 2021

LR ITEM 3 DESCRIPTION OF PROPOSAL

1. Introduction

The New York City Department of Housing Preservation and Development ("HPD") proposes a series of land use actions that include a zoning map amendment, a zoning text amendment, an urban renewal amendment, disposition of City-owned property, Urban Development Action Area ("UDAA") designation and Urban Development Action Area Project ("UDAAP") approval (collectively, "Proposed Actions"). The Proposed Actions are intended to facilitate a long-term land use, development and community investment strategy which responds to the location's varying degrees of flood risk and coastal hazards. This will be achieved by limiting new development in the areas of the neighborhood most vulnerable to coastal flooding, creating new commercial and community facility opportunities in select locations, and facilitating the development of housing, including affordable housing, and open space uses on vacant land ("Proposed Project"), where appropriate. The Proposed Project includes two clusters of urban renewal sites—a scattered-site low-density cluster that is also expected to include open space and other non-residential space and a medium density, mixed-use assemblage of sites that are proposed for development (collectively, "Proposed Development").

The Proposed Project will be located within the boundaries of Beach 35th Street to the east, Rockaway Freeway and Rockaway Beach Boulevard to the south, Beach 50th Street and Beach 51st Street to the west, and Jamaica Bay to the north across 166 acres within the Edgemere neighborhood of Queens Community District 14 ("CD 14") ("Project Area," see Zoning Pathways Map).

The Proposed Actions are essential to implement several goals and recommendations of the Resilient Edgemere Community Plan, the product of an interagency, community-based effort to align New York City's Hurricane Sandy recovery and rebuilding investments in Edgemere with a long-term, comprehensive vision and the managed development strategy of the Proposed Project. As described in more detail in this application, the overall Project Area comprises a set of planning sub-areas which directly correspond to the Proposed Actions. These four planning sub-areas are identified according to their varied levels of exposure to flood risk and coastal hazard according to the 2015 Preliminary Flood Insurance Rate Maps ("PFIRM") and additional drainage analyses, as well as proximity and relationship to critical infrastructure and services, such as transit and the peninsula's main east-west corridors.

From north to south, the planning sub-areas generally transition from most vulnerable to least vulnerable to flood risk, primarily due to lower ground elevations at the bayside waterfront on the northern edge which increase slightly as one travels south and farther inland into the Project Area. The sub-areas comprised of lowest-lying waterfront areas of greatest exposure to flood risk and coastal hazards correspond with actions proposed to limit residential densities and building typologies in order to minimize exposures to flood risks. Sub-areas further inland and at slightly higher elevations and located closer to transit corridors correspond with proposed actions which either maintain current permitted densities or increase density to facilitate development of housing, including affordable housing, and commercial/community facility spaces. From north to south, these four sub-areas include the following:

> **Hazard Mitigation Area ("HMA")**. The HMA consists of the area directly along the Jamaica Bay waterfront, bordered to the north by Jamaica Bay, to the south by Norton Avenue, Edgemere Drive and parts of Blocks 15966, 15965 and 15960, and to the east by New York City Housing Authority ("NYCHA") Beach 41st Street Houses. The HMA comprises the lowest-lying area of the Project Area (in certain areas as low as 3.7 feet above sea level) and is significantly more vulnerable to flooding and coastal hazards than the other three planning sub-areas. The HMA is

roughly defined by the extent of the Federal Emergency Management Agency ("FEMA") Coastal A sub-zone of the 100-year floodplain. The FEMA Coastal A sub-zone is at greatest risk of coastal flooding and may experience additional damage from waves during coastal storms. During Hurricane Sandy, Edgemere was inundated with storm surge from this bayside edge, as was much of the Rockaway peninsula. According to data collected by the Federal Emergency Management Agency (FEMA), this area experienced the highest levels of inundation, at 6 to 18 feet, during Hurricane Sandy. These risks are expected to increase due to climate change with sea level rise and more frequent and severe storms. Additionally, the HMA is vulnerable to twice daily tidal inundation in the future, based on projected sea level rise in the 2050s, which could rise up to 16". The HMA is currently characterized by low-density, one- to two-family residences in detached and semi-detached buildings and vacant land. The Proposed Actions limit future development to single-family detached residences and restrict the redevelopment of current and proposed City-owned URA sites following disposition to "Open Space."[1]

Limited Development Area ("LDA"). The LDA is inland of the HMA and generally bounded by Norton Avenue to the north, Beach 49th Street to the west, Beach Channel Drive to the south, and the NYCHA Beach 41st Street Houses to the east. Though inland from the HMA and outside of the higher risk FEMA Coastal A sub-zone, the LDA is also low-lying, with elevations above sea level ranging from 4 to 6 feet, and did experience significant inundation during Hurricane Sandy, primarily from 3 to 6 feet of inundation, but in certain areas experienced flooding which exceeded 6 feet. Though set further inland from the coast than the HMA, due to its low-lying geography, the LDA may experience ponding from tidal flooding and rain events more frequently in the future due to increasing precipitation and sea level rise. The LDA today consists of low-density, one- to four-family residences in detached and semi-detached buildings and vacant land. The Proposed Actions limit future development to one- to two-family detached buildings on all lots, as well as limit development to one-family detached buildings on lots less than 25 feet in width, and facilitate resilient and low-density development of vacant City-owned land.

Neighborhood Infill Area ("NIA"). The NIA generally comprises the center of the Project Area and is located along and south of Beach Channel Drive, and is bounded by Rockaway Beach Boulevard to the south, Beach 49th and 51st Street to the west and Beach 36th and 35th Street to the east. Further inland of the LDA, the NIA is less exposed to coastal hazards and directly served by two key transportation infrastructure systems: the elevated subway line to the south and the Beach Channel Drive throughway, the route of key bus lines, to the north. This sub-area today consists of low-density, one- to four-family residences in semi-detached and attached buildings, as well as low-rise commercial buildings and vacant land. The Proposed Actions will maintain current densities and land uses in this area and facilitate development of vacant City-owned land.

Commercial Corridor ("CC"). The CC, located along Rockaway Beach Boulevard and Beach 50th Street, nearest to the elevated A subway line, which runs along the southern boundary of the Project Area, today consists of vacant land, surface parking, low-density, one- to four-family residences in semi-detached and attached buildings as well as low-rise commercial buildings, and recently constructed mid-rise, multi-family, mixed-use developments. The CC is located nearest (directly adjacent) to the elevated A subway line, which runs along the southern boundary of the Project Area. The Proposed Actions will permit and facilitate development of vacant City-owned land for affordable housing and commercial and community facilities in mixed-use, mid-rise buildings as well as development of vacant non-City-owned land for housing with Mandatory Inclusionary Housing ("MIH") and/or commercial/community facilities in mid-rise buildings.

[1] See Edgemere Urban Renewal Plan.

To facilitate the Proposed Project and Proposed Development, HPD requests approval of the following Proposed Actions:

- Zoning Map Amendments – Proposed rezoning from:
  - R4-1 and R4 to R3A;
  - C3 to C3A;
  - R4 to R4-1;
  - R4, R5/C1-2, and C8-1 to R6A/C2-4;
  - R4/C1-2 to R4/C2-4;
  - Removal of C1-2 and C2-2 overlays from the R4 district;
  - Proposed Edgemere Special Coastal Risk District
- Zoning Text Amendments
  - Proposed amendment to Zoning Resolution Section 137-11 to establish the Edgemere Special Coastal Risk District;
  - Proposed amendment to Appendix F of the Zoning Resolution ("ZR") to establish an MIH area coterminous with the proposed R6A/C2-4 district;
- UDAA/UDAAP – Proposed UDAA/UDAAP for 42 lots across Blocks 15847, 15848, 15489, 15850, 15851 and 15852 and the demapped roadbeds of Beach 39th Street between Block 15847 and Block 15848, and Beach 43rd Street between Block 15851 and 15852 ("UDAAP Project Area");
- Edgemere Urban Renewal Plan Amendment – proposed amendments to the Urban Renewal Plan ("URP"), including the addition of new sites and removal of certain sites from the Urban Renewal Area ("URA"), changes to the Controls on Redevelopment, and Duration of Plan. The URP approval also results in the authority to acquire all sites listed in Exhibit A of the URP;
- Disposition—Proposed disposition of all Urban Renewal Sites

The Proposed Actions would permit approximately 1,222 new residential units in approximately 1,313,659 gross square feet, including up to 465 affordable units[2]; approximately 115,849 gross square feet of non-residential uses; as well as additional open space and parking.

2. Background

Project Area Description and History

The Edgemere neighborhood is a low-lying waterfront community located in Queens, New York, on the eastern end of the Rockaway Peninsula. The Project Area is located within the Edgemere neighborhood boundaries in Queens, CD 14 generally bounded by Beach 35th Street to the east, Rockaway Freeway and Rockaway Beach Boulevard to the south, Beach 50th Street and Beach 51st Street to the west, and Jamaica Bay to the north. Neighborhoods surrounding Edgemere include Far Rockaway and Bayswater neighborhoods to the east, the Arverne East proposed development and Nature Preserve site to the south (and further south, Rockaway Beach and the Atlantic shorefront), the Arverne neighborhood to the west, and Jamaica Bay to the north. The elevated A subway line runs east-west along the southern end of the Project Area, directly served by the Beach 43rd Street and Beach 35th Street stations. The Project Area is also served by Edgemere Avenue and Beach Channel Drive, two major east-west thoroughfares. To the northwest and northeast, the Project Area is flanked by Rockaway Community Park and Bayswater Park, respectively. Several NYCHA public housing communities are located in the Project Area and surrounding area, including Beach 41st Street Houses and Ocean Bay Apartments. The Project Area is predominantly residential, with limited commercial uses, and a preponderance of vacant land.

The indigenous Canarsie Lenape people originally resided throughout the Rockaway Peninsula and broader Jamaica Bay region. Upon early Dutch and British settlement, primarily in Manhattan and Brooklyn cores, the area remained rural in nature. In 1833, the first hotel, the Marine Hotel, was constructed, spawning the development of numerous other luxury hotel and private residential developments in the Rockaways. Over the past

[2] This number is based on a conservative analysis of the development sites and can potentially increase given the final development scenario.

150 years, Edgemere and the Eastern Rockaways grew from a waterfront vacation destination for wealthy New Yorkers to a diverse community that many New Yorkers call home. With the construction and expanded service to the Rockaways of the Long Island Railroad ("LIRR") in the late 1800s, the area's appeal broadened to a place of leisure and led to the creation of multiple amusement parks, including the world renowned Playland in 1901, earning the Rockaways the title of The Playground of New York. In 1911, Edgemere's geography as we know it today was formed with the dredging and filling in of the Wave Crest Inlet (formerly the naturally occurring Norton Creek) and northern-most portions of the neighborhood. Engineering the landscape in this way transformed naturally occurring marshes, wetlands and waterways into developable land, expanding the populated neighborhood in a northern direction further into the Jamaica Bay waterbody. The area's history as marshland and proximity to marshland help to explain why it still retains an elevated water table today. The transition of the Rockaways into middle class summer beach and bungalow communities continued in 1925 and 1937 with the completion of the Cross Bay and Marine Parkway Bridges respectively, as well as additional public transit links. However, by the mid-twentieth century, with an expanded highway system, vacationers shifted to other destinations. Businesses closed, resort hotels were demolished or turned into apartments, and summer cottages became occupied by low-income New Yorkers. At this time, the City also began clearing the established bungalow communities and building large public housing campuses in the Eastern Rockaways, including in Edgemere at the Beach 41st Street Houses.

Between the 1960s and 1990s, the City acquired over 150 lots in Edgemere, primarily through in-rem foreclosures. On August 18, 1997, the City Planning Commission ("CPC") approved the designation of the Edgemere URA (N970409HGQ) and establishment of the URP (C970410HUQ) with the goal of encouraging the development of housing and amenities. The URP created a framework for the investment of $100 million in sewer and street improvements to support the construction of approximately 800 homes for middle income homeowners and up to 100,000 square feet of neighborhood retail commercial space. Related actions at this time included zoning changes to eliminate a C1-2 district from certain areas between Beach 43rd to Beach 46th, and establish C1-2, C2-1, C2-2, and C2-4 districts within certain areas between Beach 37th and Beach 47th Streets (C970411ZMQ); disposition of city-owned land (C970412HDQ); and City Map changes for the mapping and de-mapping of streets and parks (C950223MMQ).

Between 1997 and 2008, 213 one- and two-family homes were constructed, providing 307 units through HPD housing development programs. The URP was amended in 2008 (C080455HUQ) to change the definitions of residential and commercial land uses to those permitted by the ZR and to exempt Sites 1, 33, and 34 as delineated on the URP map from the height restriction for new residential buildings. However, development stalled following the 2008 financial crisis and much of the City-owned vacant land remains vacant today.

In 2012, Edgemere experienced significant damage from the wave action and storm surge of Hurricane Sandy. This was most damaging to residences directly on or in close proximity to the Jamaica Bay waterfront, where wave action is most destructive. Flood inundation due to storm surge during Superstorm Sandy reached up to 10 feet in Edgemere. Many homes experienced some level of damage. According to damage assessments conducted by the NYC Department of Buildings ("DOB"), damaged homes in South Queens (including Edgemere and Rockaway Peninsula, Broad Channel, and Howard Beach) had a higher proportion of "red-tagged" (homes suffering structural damage) and "destroyed" homes. This is likely due to the destructive impact of waves coming off of the water, and in Edgemere, these homes were primarily located on the Jamaica Bay waterfront (within the proposed HMA). A total of 109 homeowners participated in the City's Build-it-Back Hurricane Sandy Recovery program for rehabilitation, elevation and reconstruction, with at least 65 structures participating in the program having experienced substantial damage. Fifty-eight of these homeowners sought full elevation or reconstruction through the program, and seven homeowners sought buyout or acquisitions. Beach 41st Street Houses, a NYCHA public housing community in Edgemere, was also

affected by extended power outages and damages to the first floor, community center and landscape amenities. Through NYCHA's Recovery to Resilience program, $68 million in repairs and building resiliency improvements have been made, including dry flood-proofing parts of the ground floor, installation and flood-proofing of full back-up power generators, a renovated community center, and renovated playgrounds, among other improvements. In 2016, the planned sewer and street improvements, including sidewalk construction (unrelated to Sandy recovery) were completed.

Geography and Climate Change

Edgemere continues to face significant flood risks and coastal hazards. According to projections by the NYC Panel on Climate Change, climate change and sea level rise will reshape New York City's waterfront and lead to increased risks of flooding. However, the severity of risk and the potential measures to mitigate it vary significantly across New York City's 520 miles of waterfront. The Edgemere neighborhood is located in the high-risk floodplain (100 year or one percent annual chance floodplain) per the FEMA 2015 PFIRM, with base flood elevations ranging from nine feet to 11 feet above NAVD88. A portion of the neighborhood is located in the FEMA Coastal A sub-zone, where wave action during a coastal storm event could result in additional damage to property.

The City has further analyzed the drainage impacts of sea level rise and severe storm events in this area, including the evaluation of coastal protection and drainage interventions to mitigate those risks. These analyses reveal that, in addition to coastal flood hazards, the area's low-lying geography, rising groundwater table, and the influence of tidal fluctuations make the lowest lying areas of the neighborhood increasingly vulnerable to flooding, even on a sunny day. To reduce coastal and storm risks to property, the City has been updating its regulations governing building design and development throughout the floodplain. The City is reducing flood risks to New York City's building stock by promoting resilient building design measures, including the Climate Resiliency Design Guidelines which incorporates climate change projects into the design process and with which compliance will be mandated of all City capital projects beginning in 2026, as part of its multifaceted plan for resiliency, along with enhancing coastal protections, hardening infrastructure systems, and promoting community preparedness.

In some of the most at-risk areas of the floodplain—particularly the shoreline of Edgemere, which is at risk of future daily tidal flooding from sea level rise—zoning changes are needed to reflect planning goals for the area, so that future development does not substantially increase the population of an area increasingly vulnerable to flooding. This is the intention of the proposed zoning change and Special Coastal Risk District in higher vulnerability areas. To date, the City has mapped four Special Coastal Risk Districts to limit development in hazardous areas, three of which were instituted to address the risk of future daily tidal flooding. In other areas of the floodplain, where risks are from infrequent, severe events, other zoning strategies will make sense to promote retrofitting and development that increases the City's stock of resilient buildings.

Major Peninsula-wide infrastructure projects, providing both oceanfront and bayside coastal protection, are also underway. In 2019, the U.S. Army Corps of Engineers was authorized to move forward with the Rockaway Reformulation Plan, now the East Rockaway Inlet to Rockaway Inlet and Jamaica Bay, New York Coastal Storm Risk Reduction Project. This work is composed of two distinct projects: Atlantic Shorefront and Back Bay High Frequency Flood Risk Reduction Features. These two projects will help protect Rockaway communities from coastal flooding. The Atlantic Shorefront project (now under construction) will run from Beach 149th Street to Beach 19th Street, along NYC Department of Parks and Recreation ("DPR") beach property, and include beach restoration with renourishment, five groin extensions, the addition of 13 new groins (similar to jetties), reinforced dunes, a beach berm, and enhanced beach crossovers for pedestrian access. This plan reduces risks of erosion and wave attack while limiting storm surge inundation and cross-peninsula flooding. For this area of Jamaica Bay, in the Jamaica Bay High Frequency Flood Risk Reduction Features project (currently in design), a combination of hard and green infrastructure is designed to reduce future flood risk and

economic costs of storm events (i.e., five- to 10-year storms) and tidal inundation for buildings, infrastructure, and the coastal ecosystem, including anticipated sea level rise over the next 50 years. Project components in Edgemere will primarily include berms and hybrid berms, rock sill structures, marsh restoration, and floodwalls. The Army Corps' architectural engineering consultants initiated the design process in 2019. The prospect of these coastal protection projects to reduce exposure to coastal flooding distinguish Edgemere from other parts of NYC where the City has taken steps to limit future density with Special Coastal Risk Districts.

Resilient Edgemere Community Plan

The impacts of Superstorm Sandy and heightened awareness of coastal hazards due to climate change necessitated a new model of development in Edgemere, which addresses the risks of flooding and coastal storms, as well as historic social and economic challenges. The Resilient Edgemere Community Planning Initiative was initiated in 2015 to align and leverage New York City's Sandy recovery investments and inventory of vacant land with a long-term and comprehensive community vision.

HPD led an extensive 18-month, community-based, and inter-agency planning initiative between 2015 and 2017, which included four workshops, a mail-in survey, and door-to-door outreach—engaging over 400 residents.

In 2017, the City released the Resilient Edgemere Community Plan ("Plan"). The Plan proposes a long-term vision for the community which includes peeling development back from the vulnerable edge and terracing new development toward a transit-oriented, mixed-use spine along Rockaway Boulevard and the elevated A subway line. The Plan includes a conceptual planning framework and land use plan, complemented by a set of goals, strategies, and over 60 projects led by various agencies. The Plan established the following key goals:

- Protect the neighborhood from flooding;
- Create resilient housing and maintain the neighborhood's low density feel;
- Improve streets and transit; and
- Increase neighborhood amenities.

The 'Conceptual Planning Framework' and 'Proposed Land Uses' developed in the planning process established a land use and managed growth strategy to address this nuanced landscape of flood risk exposure in the long term, as well as facilitate the development of vacant land to create affordable housing, commercial and community facility spaces. Together with the discrete strategies and projects, these key elements of the Plan aim to turn the tide on disinvestment in Eastern Rockaway, expand affordable housing, retail, and community facilities, and grow waterfront open spaces and coastal ecology.

Progress on the Plan

Since the Plan's release in 2017, various City agencies have worked to advance the goals, strategies and projects established in the Plan. Major milestones include:

- The opening of Beach Green Dunes I and II, both constructed to high performance resiliency and energy efficiency standards, together bring 227 affordable units and approximately 2,500 square feet of commercial space to the neighborhood. A strategy detailed in the Plan, to focus development near transit and resources, called for completion of these developments within five years of the Plan. Each building is designed to Passive House standards with rooftop solar photovoltaics, a bioswale garden, and heat pumps;
- Nearly completed designs for Bayswater Park and Rockaway Community Park reconstruction projects, improving recreational amenities and providing flood mitigation to both parks through coastal green infrastructure;
- Reconstruction of the Rockaway Beach Boardwalk with integrated coastal protection features and new beach access at Beach 35th Street; and

- Elevation, rehabilitation, or reconstruction of 109 Edgemere homes damaged by Superstorm Sandy through New York City's Build it Back storm recovery program.

3. Description of the Surrounding Area

For the purposes of this description, the surrounding area will include areas to the north and northeast (with portions of Jamaica Bay, Conch Basin and Grass Hassock Channel) and areas to the south and southwest (with portions of vacant land and the Boardwalk) of the Project Area boundaries, within an approximate 600 to 1,000 foot radius ("Surrounding Area").

Existing Land Uses

Overall, the Surrounding Area comprises residential, commercial, public facilities and institutional and open space uses. Residential uses are largely made up of multi-family walk-up and elevator, detached one- and two-family homes, and semi-attached two-family homes. The Surrounding Area also contains taller residential buildings characterized by the Beach 41st Street NYCHA campus - an approximately 13-acre development with four buildings with a maximum height of 13 stories, as well as the 24 building Ocean Bay Apartments complex with a maximum height of nine stories.

Existing commercial uses are located along Beach Channel Drive, such as a local convenience store, take out restaurant and a gas station. Community facilities such as schools, nursing homes, daycares, and religious institutions are scattered throughout, with Rockaway Care Center, the Rockaway Care Center nursing home, and a New York City Fire Department firehouse located in the western portion of the Project Area. Northwest of the nursing home is Public School 105 and Conch Playground.

Open space use comprises the majority of total lot area within the Surrounding Area. This is the largest land use category by far. Open space resources in the Surrounding Area include a portion of the 253-acre Rockaway Community Park, a portion of the 40-acre Bayswater Park, and a portion of Rockaway Beach and Boardwalk. Other notable open spaces include Conch Playground and Edgemere Farm.

Vacant land and vacant buildings also contribute to a significant portion of the Surrounding Area.

Planned Developments

Within a 600-foot radius of the Project Area, there are several planned developments of note. These include Arverne East, the Peninsula Hospital Redevelopment, and Beach Green Dunes III. Arverne East and Peninsula Hospital are two developments planned to the south and southwest of the Project Area respectively, while the Beach Green Dunes III development site is located within the eastern portion of the Project Area.

Arverne East
Arverne East will be a mixed-use, mixed-income community that will feature a mix of building types, provide for community amenities, enhance public access to world-class beaches and the natural environment, and adhere to resilient design principles. The development site will be elevated above the base flood plain to protect against sea surge, bay surge, and groundwater flooding. The densest areas of development will occur along Edgemere Avenue and create a coastal buffer zone.

Arverne East seeks to create a transit-oriented mixed-use neighborhood with multi-family apartment buildings concentrated upland, nearest to the Beach 36th Street-Edgemere Station subway stop, with typology and density reducing closer to the waterfront. Development of Arverne East would complete implementation of the Arverne URP, which was adopted in 1968 and amended in 1990 and 2003. In 2008, the City Council approved a UDAAP amendment (20085436 HAQ) to facilitate development of the Eastern and Central Portions of the URA with up to 1,650 residential units (of which at least 20% were to be affordable), up to 500,000 square feet of commercial space, and approximately 3.3

acres of recreation and open space. Construction of the project stalled following the 2008 housing market crash and again after Hurricane Sandy in 2012. In 2021 the City Council approved a UDAAP and zoning map/text amendments for the Arverne East project (N210069 HNQ; C210070 ZMQ; N210071 ZRQ) to include approximately 1,650 residential units (of which approximately 1,350 would be affordable), 252,000 square feet of commercial floor area, 10,000 sf of manufacturing floor area (limited to a microbrewery), and approximately 22,000 square feet of community facility floor area. The development would contain approximately 3.3 acres of recreation and open space, an approximately 15-acre beachfront dune preserve, and an approximately 35-acre nature preserve. Arverne East is expected to be complete and occupied in 2031.

Peninsula Hospital Redevelopment
On November 14, 2019, the Peninsula Hospital Redevelopment Plan (C 190366 ZSQ) large scale general development special permit was approved by the City Council, in conjunction with related applications including a zoning map amendment, zoning text amendments and a City Map amendment. Together, these actions would facilitate the development of an 11-building mixed-use development that is projected to include 2,050 income-restricted dwelling units, 72,000 gross square feet ("gsf") of retail space, 77,000 gsf of community facility space, and 24,000 sf of open space on property generally bounded by Beach 50th Street, Beach Channel Drive, Beach 53rd Street, and Rockaway Beach Boulevard in Edgemere. To reduce flood risk, the entire project site is proposed to be elevated out of the floodplain to a highpoint of 14 feet at the center of the development. The project is expected to be fully developed by 2034.

Beach Green Dunes III Development
The Beach Green Dunes III Development will be located at the south side of Beach Channel Drive, bounded by Beach 35th Street, Rockaway Freeway and Beach 36th Street. The development will comprise 138 affordable apartments, 5,500 gsf of local retail, and 8,000 gsf of residential parking. It will also include a transit plaza to connect to the Beach 36 Street-Edgemere Station on the A subway line. Beach Green Dunes III will incorporate various sustainability and resiliency measures throughout the project. The building will include solar and geothermal renewable energy sources, substantial green roofs, integrated storm water roof retention and passive landscape drainage through swales, rain gardens, and permeable paving. The project is expected to complete full construction buildout by 2024.

Zoning

The primary zoning districts mapped within the Surrounding Area include R4, R4-1, R5, R6, R6A, C4-4 and C8-1. C1-2, C2-2, and C2-4 commercial overlays are mapped in the area as well. R4 is generally found northwest of Beach Channel Drive and Beach 51st Street. R5, paired with a C1-2 overlay, is located south of Beach Channel Drive between Beach 49th Street and Beach 51st Street, as well as north of Beach Channel Drive between Beach 38th Street and the midblock facing Beach 43rd Street. An R6 zoning district is located between Beach 32nd and Beach 35th Streets, north of Rockaway Freeway to Far Rockaway Boulevard and south of Shore Front Parkway. R6A is mapped on a block north of Far Rockaway Boulevard. Both the R6 and R6A districts are paired with a C2-2 overlay. C4-4 is generally mapped to the south of Edgemere Avenue from Beach 32nd Street to Beach 44th Street. C8-1 is located north of Rockaway Freeway to Rockaway Beach Boulevard between Beach 47th Street and Beach 54th Street. Within this boundary is one block mapped C4-3A.

R4
R4 is a non-contextual district that allows all types of housing at a floor area ratio ("FAR") of 0.75, plus an attic allowance of up to 20 percent for inclusion of space under the pitched roof common to these districts. This district usually produces three-story buildings.

To accommodate a potential third floor beneath a pitched roof, the perimeter wall in R4 districts may rise to 25 feet before being set back to the maximum building height of 35 feet. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to provide

sufficient space for on-site parking. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon; the driveway must be within the side lot ribbon unless the lot is wider than 35 feet. Detached houses must have two side yards that total at least 13 feet and each one must be at least five feet wide. Semi-detached buildings need one side yard with a minimum width of eight feet. Multifamily buildings are required to have two side yards with a minimum width of eight feet each. The maximum street wall length for a building on a single zoning lot is 185 feet. One off-street parking space is required for each dwelling unit. However, requirements are lower for income-restricted housing units ("IRHU") and are further modified within the Transit Zone.

On a block entirely within an R4 district (without a suffix), optional regulations may be used to develop infill housing in predominately built-up areas.

R4-1
R4-1 contextual districts permit only one- and two-family detached and semi-detached houses. The district requires a minimum lot width of 25 feet for detached homes and allows an FAR of 0.75 plus an attic allowance of up to 20 percent. The perimeter wall may rise to 25 feet before sloping or being set back to a maximum building height of 35 feet.

Two side yards that total eight feet must be provided for a detached residence. There is no minimum width for each side yard but there must be eight feet between buildings on adjacent zoning lots. One four-foot side yard is required for each semi-detached residence, which must be on a lot at least 18 feet wide. Zero lot line buildings permitted in R4-1 districts require only one eight-foot side yard. Front yards must be at least 10 feet deep and at least as deep as an adjacent front yard but need not exceed a depth of 20 feet. Parking must be within the side or rear yard or in a garage. An in-house garage is permitted within a semi-detached house, or in a detached house if the lot is 35 feet or wider. One off-street parking space is required for each dwelling unit.

R5
R5 districts allow a variety of housing at a higher density than permitted in R4 districts. With a height limit of 40 feet, R5 districts provide a transition between lower and higher density neighborhoods, which typically produce three- to four-story attached houses and small walkup apartment buildings.

The maximum FAR in R5 districts is 2.0 for community facility use while residential use is limited to 1.25 FAR. To ensure compatibility with neighborhood scale, the maximum street wall height of a new building is 30 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Apartment houses need two side yards, each at least eight feet wide. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85% of the dwelling units in the building. This requirement is decreased to 42.5% for IRHUs.

R6
R6 districts allow all housing types at a maximum FAR of up to 2.43 and a maximum FAR of up to 4.8 for buildings containing certain community facility uses. R6 is a height factor district where residential and community facility uses are permitted with no fixed height limits. Building envelopes are regulated by an open space ratio and a sky exposure plane that begins at a height of 60 feet above the street line and then slopes inward over the zoning lot. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. In R6 districts, if fewer than five spaces are required, the off-street parking requirement is waived. Accessory parking is required for 25 percent of IRHUs.

C3
C3 districts permit waterfront recreational activities, primarily boating and fishing, in areas along the waterfront that are usually adjacent to residential districts. In addition to facilities for docking, renting, servicing and storing fishing and pleasure boats, permitted activities include aquatic sports equipment sales and rentals, bicycle shops, ice cream stores and public and private beaches. These waterfront uses are listed in Use Group 14. C3 districts also permit residences and community facilities (Use Groups 1–4).

The commercial FAR permitted in C3 districts is 0.5. Commercial buildings may be no more than two stories or 30 feet high, whichever is less. Residential development in C3 districts is governed by R3-2 district regulations. In a mixed-use building, commercial uses may occupy the ground floor only.

Off-street parking requirements vary with the use.

C4-3A
C4 districts are mapped in regional commercial centers that are located outside of the central business districts. In these areas, specialty and department stores, theaters and other commercial and office uses serve a larger region and generate more traffic than neighborhood shopping areas. Use Groups 5, 6, 8, 9, 10 and 12, which include most retail establishments, are permitted in C4 districts. Uses that would interrupt the desired continuous retail frontage, such as home maintenance and repair service stores listed in Use Group 7, are not allowed.

C4-3A districts are contextual districts. The residential district equivalent is R6A. The maximum FAR is 3.0. Floor area may be increased with a public plaza or Inclusionary Housing Program bonus. The required accessory parking within this district is one space per 400 sf.

C8-1
C8 districts, bridging commercial and manufacturing uses, provide for automotive and other heavy commercial services that often require large amounts of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations and car washes—although all commercial uses (except large, open amusements) as well as certain community facilities are permitted in C8 districts. Housing is not permitted and performance standards are imposed for certain semi-industrial uses (Use Group 11A and 16). C8 districts are mapped mainly along major traffic arteries where concentrations of automotive uses have developed.

The permitted FAR in C8-1 districts is 1.0. Off-street parking is required at a rate of one space per 300 sf.

C1-2, C2-2 Commercial Overlay
C1-2 & C2-2 commercial overlays are mapped within residential districts along streets that serve local retail needs commonly found throughout the City's lower and medium density areas and occasionally in higher density districts. Typical retail uses include neighborhood grocery stores and restaurants. When mapped in an R4 district, the maximum commercial FAR is 1.0. Unless otherwise indicated, the depth of overlay districts ranges from 100 to 200 feet; however, C1-2 & C2-2 commercial overlays are typically mapped to a depth of 150 feet. In mixed-use buildings, commercial use is limited to one or two floors and must always be located below the residential use. Off-street parking requirements vary by use but generally one parking space is required for every 300 sf of floor area. Additionally, C2 allows a slightly wider range of uses.

C2-4 Commercial Overlay
C2-4 commercial overlays are mapped within residential districts along streets that serve local retail needs. They are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts.

Typical retail uses include neighborhood grocery stores, restaurants and beauty parlors. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and

repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When mapped in R6 districts, the maximum commercial FAR is 2.0. Commercial buildings are subject to commercial bulk rules. Unless otherwise indicated on the zoning maps, the depth of overlay districts ranges from 100 to 200 feet.

One parking space is generally required per 1,000 sf of commercial space.

4. Description of the Proposed Project Area

The Project Area is dominated by low-mid density (one – four dwelling units, two – four stories) residential buildings (both attached and detached), punctuated by few low-rise commercial buildings and recent mid-rise multi-family mixed use development (up to eight stories). Though existing conditions vary on properties affected by the Proposed Actions, the presence of vacant land is a prevailing condition across the Project Area.

The Project Area is mapped with R4, R4-1, R5, R5/C1-2, R6, C3, C8-1 and C4-3A zoning districts. C1-2 and C2-2 commercial overlays are mapped along Beach Channel Drive within the R4 district and C2-4 districts are mapped within the R6 district along Edgemere Avenue. The majority of the Project Area is mapped R4 north of Rockaway Boulevard and Rockaway Freeway and south of Norton Avenue. A number of lots along Beach Channel Drive between Beach 43rd and Beach 44th Streets are paired with a C1-2 overlay as well as a handful of lots north of Beach Channel Drive between Beach 37th and Beach 38th Streets. South of Beach Channel Drive between Beach 38th and Beach 40th Streets, a number of lots within the R4 district are coupled with a C2-2 overlay. North of Norton Avenue to Jamaica Bay is mapped R4-1. A portion of the area along Norton Avenue fronting onto Jamaica Bay is mapped C3. To the south-east of the Project Area, a few lots are mapped R6 coupled with a C2-4 overlay.

Overall, the street grid within the Project Area is irregular. The east/west roadways typically serve higher volumes of traffic than the north/south corridors. Beach Channel Drive consists of a single moving lane in each direction with a dedicated bike lane in each direction. Rockaway Beach Boulevard is oriented in an east-west direction and consists of one moving lane in either direction with curbside parking available at different times of the day. Seagirt Boulevard begins near the intersection with Rockaway Freeway and consists of three moving lanes in either direction east of Rockaway Freeway/Beach 34th Street. Rockaway Freeway runs generally in an east/west orientation at the southern limits of the Project Area. In this area, Rockaway Freeway typically has one moving lane in either direction and occasionally has one dedicated turning lane for the eastbound left turn movement. The eastbound lane of Rockaway Freeway runs beneath the elevated subway line that serves the A line of the NYC subway system, while the westbound lane runs parallel to, but north of, the elevated subway structure.

Within the Project Area, Edgemere Avenue runs parallel to and south of Rockaway Freeway. North-south connections within the Project Area are generally available via one- or two-way local streets between Beach 35th Street and Beach 49th Street between Rockaway Beach Boulevard and Norton Avenue.

Bus transit options within the Project Area include the Q22 and Q52-SBS local bus routes and the QM17 express bus route, all of which run along Beach Channel Drive. The Q22 bus provides local weekday and weekend service between the Far Rockaway and Roxbury neighborhoods in Queens. The Q52-SBS bus provides local weekday and weekend service between the Far Rockaway and Woodside neighborhoods in Queens. The QM17 bus provides weekday-only express service between Far Rockaway, Queens and Midtown, Manhattan.

Elevated tracks of the MTA-New York City Transit ("NYCT") Rockaway (A train) Line run along Rockaway Freeway, with subway stops at the Beach 36th Street Edgemere Station and the Beach 44th Street/Frank Avenue Station located within a quarter-mile radius of the Project Area. Additionally, the NYC Ferry Service operated by Hornblower on the Rockaway Route docks at 108-16 Rockaway Beach Boulevard, accessible from the

Project Area via the Q22 shuttle bus. The Rockaway ferry route connects the Rockaways, Sunset Park, Brooklyn, and Lower Manhattan.

5. Proposed Project and Development

Proposed Project

The Proposed Project reflects the land use and development strategy identified in the Resilient Edgemere Community Plan, which responds to the needs for both coastal flood risk mitigation and development of affordable housing and community amenities. Future development of both URA and non-URA sites is informed by the applicable planning sub-area. New development within the HMA will be limited to single-family detached homes and restrict the redevelopment of current and proposed City-owned URA sites following disposition to Open Space. New development within the LDA will be limited to one- and two-family detached homes, and to one family detached homes on lots which are less than 25 feet in width. Within the NIA density would be maintained at the existing low-density level.. Finally, an increase in permitted density with the CC would facilitate the development of new commercial/community facility and residential uses, including the mixed-use affordable housing assemblage associated with the Proposed Development (see below).

Proposed Development

The Proposed Development includes two project clusters: (1) a low-density, scattered site cluster ("Scattered Site Cluster") and (2) mid-rise, multi-family, mixed use assemblage ("UDAAP Project").

Scattered Site Cluster
The Scattered Site Cluster is expected to result in the development of low-density housing, the programming of open spaces, and creation of commercial and/or community facilities throughout the NIA, LDA, and HMA, across 117 City-owned lots[3]. It is anticipated that the cluster will be owned and managed in a community land trust ("CLT") model. A CLT is a not-for-profit organization which owns and stewards land in perpetuity for the public's benefit. CLTs separate the ownership of their land from the ownership of structures on the land, typically entering into long-term ground leases with homeowners, mutual housing associations, non-profit landlords or other tenants. Ground leases provide a mechanism for CLTs to enforce affordability and other restrictions for typically 99 years or more.

CLTs seek to acquire and de-commodify land to stabilize neighborhoods; they may balance this goal by also providing measured wealth-building opportunities. HPD is in the process of facilitating a competitive process to select a partner to work with in forming a CLT in Edgemere and preparing a development program and operations plan.

The more precise development program and design of the Scattered Site Cluster sites (including Open Space sites located within the HMA) will be further refined and consistent with the land use designations of the Edgemere URP.

UDAAP Project
The UDAAP Project is intended to include residential, community facility and/or commercial uses located on five development sites (consisting of 42 Lots and two demapped roadbeds) within the UDAAP Project Area:

- Development Site 1: Block 15852, Lots 64, 68; Block 15851, Lots 33, 35, 40, 42, 44, 58, 59; demapped roadbed of Beach 43rd Street between Blocks 15852 and 15851– located along Rockaway Beach Boulevard bounded by Beach 44th to the west, Beach 42nd to the east and Rockaway Freeway to the south. The entire site is approximately 44,706 square feet and has the potential to generate an approximate 172 units.

[3] The following BBLs (Block 15967, Lot 14; Block 15968, Lot 92) are not Urban Renewal Sites, but they received disposition approval through the Resilient Housing and Open Space ULURP (190398PPQ)

- Development Site 2: Block 15850, Lot 6 – located along Rockaway Beach Boulevard bounded by Beach 42nd to the west, Beach 41st to the east and Rockaway Freeway to the south. The entire site is approximately 19,100 square feet and has the potential to generate an approximate 73 units.
- Development Site 3: Block 15849, Lots 6, 8, 9, 10, 17, 18 – located along Rockaway Beach Boulevard bounded by Beach 41st to the west, Beach 40th to the east and Rockaway Freeway to the south. The entire site is approximately 14,841 square feet and has the potential to generate an approximate 57 units.
- Development Site 4: Block 15849, Lots 19, 20, 27, 28, 29 – located along Rockaway Beach Boulevard bounded by Beach 41st to the west, Beach 40th to the east and Rockaway Freeway to the south. The entire site is approximately 14,135 square feet and has the potential to generate an approximate 54 units.
- Development Site 5: Block 15848, Lots 52, 54, 55, 57, 58, 60, 62, 63, 65, 67; Block 15847, Lots 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89; demapped roadbed of Beach 39th Street between Blocks 15848 and 15847 – located along Rockaway Beach Boulevard bounded by Beach 40th to the west, Beach 38th to the east and Rockaway Freeway to the south. The entire site is approximately 45,256 square feet and has the potential to generate an approximate 174 units.

Development Sites 1 – 5 are anticipated for multi-family, mixed use development. The sites are expected to be subject to a Request for Proposals ("RFP") following community engagement that will identify appropriate programming options for each development site. Specific programming for these sites will be informed by the designated projects submitted by development partners and the feasibility of such programming. Development of these sites is intended to be 100% affordable housing and will be consistent with the land use designations of the Edgemere URP and the proposed rezoning.

Developments resulting from these Proposed Actions will be required to meet the minimum standards of the NYC Building Code: Appendix G Flood-Resistant Construction.

6. Proposed Actions

Proposed Area-wide Actions

Zoning Map Amendments

Hazard Mitigation Area

Proposed R3A (from R4-1, R4)
R3A is proposed for the majority of the HMA, which encompasses approximately 207 parcels in an area generally bounded by Jamaica Bay to the north; Beach 47th Street to the west; the continuation of Hantz Road, Edgemere Drive, the portion of Norton Avenue that runs northeast/southwest parallel to Conch Basin to the south; and NYCHA Beach 41st Street Houses to the east.

R3A districts permit one- and two-family detached residential buildings. The maximum FAR is 0.6, which includes a 0.1 FAR attic allowance. The minimum required lot area is 2,375 square feet and the minimum lot width is 25 feet. One off-street parking space is required for each dwelling unit. Community facilities are permitted at an FAR of 1.0.

The proposed zoning change would reduce the allowable density of new development in these areas to reduce future exposure to these risks. The change would also prohibit the development of multi-family homes currently permitted under R4, ensuring that future development occurs in a detached building typology which is more amenable to flood resilient retrofits and interventions that may be necessary in the future. As discussed below, some of these regulations would be modified by the proposed Special Coastal Risk District.

Proposed C3A (from C3)

C3A is proposed for eight parcels within the HMA and on the Jamaica Bay waterfront, currently zoned C3, including the area bound on the east by the northern extension of Beach 47th Street, on the south by Norton Avenue, on the west by the midpoint between Beach 48th and Beach 49th Streets and on the north by Jamaica Bay.

C3A districts permit waterfront recreational activities, primarily boating and fishing. They also include facilities for docking, renting, servicing and storing fishing and pleasure boats, as well as bicycle shops, ice cream stores, and public and private beaches, as listed in Use Group 14. The maximum commercial FAR is 0.5. One off-street parking space is required for each 150 square feet of commercial space. Residential development is permitted consistent with R3A district regulations. Community facilities are permitted at an FAR of 1.0.

The proposed zoning change would restrict the allowable typologies of new residential development to one- and two-family detached and zero lot line, and would not permit semi-detached, attached and multi-family construction. Restricting the building typologies as such in these areas reduces future exposure to flooding risks and ensures a building typology that is more easily adapted to changing flood risks, including elevations and retrofits. The change would also prohibit the development of multi-family homes currently permitted under C3, ensuring that future development occurs in a detached building typology which is more amenable to flood resilient retrofits and interventions that may be necessary in the future. As discussed below, some of these regulations would be modified by the proposed Special Coastal Risk District.

Limited Development Area

Proposed R4-1 (from R4)
An R4-1 district is proposed for approximately 236 parcels immediately to the south of the proposed R3A district and would be generally bounded by NYCHA Beach 41st Street Houses to the east, Beach 49th Street to the west, a point 120 feet north of and parallel to Beach Channel Drive to the south, and the proposed R3A and C3A districts to the north.

R4-1 districts permit one- and two-family detached, zero lot line and semi-detached residential buildings. The maximum FAR is 0.9, which includes a 0.15 FAR attic allowance. The minimum required lot area and lot width is 2,375 sf and 25 feet, respectively, for detached and zero lot line buildings, and 1,700 sf and 18 feet for semi-detached buildings. One off-street parking space is required for each dwelling unit. This requirement is reduced to 50% for IRHUs. Community facilities are permitted at an FAR of 1.0.

The proposed zoning change would restrict new development in these areas to one- or two-family dwellings, and prohibit the development of multi-family homes currently permitted under R4, ensuring that future development occurs in a detached building typology which is more amenable to flood resilient retrofits and interventions that may be necessary in the future. As discussed below, some of these regulations would be modified further by the proposed Special Coastal Risk District.

Proposed Edgemere Special Coastal Risk District (CR)
The Edgemere Special Coastal Risk District ("SCRD") is proposed across the HMA and LDA, and will modify the land use regulations of the proposed underlying zoning districts in the following ways:

- Coterminous with the proposed R3A and C3A underlying zoning districts, the SCRD is proposed to restrict residential development to one-family detached homes, which would limit new development in order to reduce future exposure to flood and coastal risks and ensure that future development occurs in a detached building typology which is more amenable to flood resilient retrofits and interventions that may be necessary in the future. The SCRD is also proposed to prohibit community facilities with overnight sleeping accommodations in order to further limit future exposure to flood and coastal risks for temporary or semi-

permanent residential populations. Bulk, density, and FAR are established in the proposed underlying zoning districts: R3A and C3A.

- Coterminous with the proposed R4-1 underlying zoning district, the SCRD is proposed to restrict residential development on lots 25 feet or greater to one- and two-family detached homes and, on lots less than 25 feet wide, residential development is restricted to one-family detached buildings. This action would limit new development in order to reduce future exposure to flood and coastal risks and ensure that future development on smaller lots occurs in a detached building typology which is more amenable to flood resilient retrofits and interventions that may be necessary in the future. The SCRD is also proposed to prohibit community facilities with overnight sleeping accommodations in order to further limit future exposure to flood and coastal risks for temporary or semi-permanent residential populations. Bulk, density, and FAR are established in the proposed underlying zoning district: R4-1.

Neighborhood Infill Area

Proposed R4/C2-4 (from R4/C1-2)
A C2-4 commercial overlay district is proposed on approximately eight parcels along Beach Channel Drive, bounded by Beach 43rd Street and Beach 44th Street. There is no proposed change to the underlying zoning. As compared to C1-2, a C2-4 overlay has a lower off-street parking requirement (one per 300 square feet vs. one per 1,000 square feet), which is expected to provide significant construction cost savings and better facilitate the potential redevelopment of these vacant and/or abandoned properties. The commercial FAR of 1.0 will remain while the change will allow for additional commercial uses such as repair shops, upholstering shops, catering establishments, and medical labs to name a few.

Proposed R4 from R4/C1-2 and R4/C2-2
Removal of C1-2 and C2-2 commercial overlays on portions of approximately 25 parcels on two blocks (15829 and 15954) along both the north and south sides of Beach Channel Drive between Beach 37th Street and Beach 40th Street with underlying zoning of R4. Removal of these overlays will better reflect the existing land uses of these two built-out blocks, bringing the zoning map into consistency with existing conditions.

Commercial Corridor

Proposed R6A/C2-4 (from R4, C8-1, R5/C1-2)
R6A is proposed in the CC, encompassing all of Block 15841, bounded by Beach Channel Drive to the north, Beach 50th Street to the west, Rockaway Beach Boulevard to the south, and Beach 49th Street to the east; and part of Blocks 15851, 15850, 15849, 15848, and 15847 in an area generally bounded by Rockaway Beach Boulevard to the north, the centerline of Beach 43rd Street to the west, Rockaway Freeway to the south, and Beach 38th Street to the east. A C2-4 commercial overlay is proposed along this corridor.

R6A districts permit multi-family residential buildings. The maximum FAR is 3.0, with a 680-sf dwelling unit factor. The maximum building height is 70 feet (75 feet or seven stories with a qualifying ground floor). Parking is required at 50 percent to 25 percent of dwelling units, depending on basic or income-restricted status.

With MIH, an R6A zoning district permits multi-family residential buildings with a maximum residential FAR of 3.6. The maximum building height is 80 feet (85 feet with a qualifying ground floor) and eight stories. Parking is required at 50 percent to 25 percent of dwelling units, depending on share of basic or income-restricted status.

C2-4 commercial overlay districts permit local retail and commercial services, such as grocery stores, restaurants, and beauty parlors on one or two floors. The maximum commercial FAR is 2.0 and the minimum parking requirement is one space per 1,000 sf of commercial space.

This zoning district is proposed in areas more suitable to supporting greater densities of development due to their distance from the bayside waterfront and close proximity to existing and elevated subway transit service. The proposed C2-4 commercial overlay district would permit local retail and commercial services, such as grocery stores, restaurants, and beauty parlors to serve the area's residential population where currently not permitted in the R4 zoning district and currently in scarcity within the Project Area.

Zoning Text Amendments

Hazard Mitigation Area and Limited Development Area

Proposed Edgemere Special Coastal Risk District (CR)
The SCRD is proposed across the HMA and LDA, and will modify the land use regulations of the proposed underlying zoning districts in the following ways:

- Coterminous with the proposed R3A and C3A underlying zoning districts, the SCRD is proposed to restrict residential development to one-family detached homes, which would limit new development in order to reduce future exposure to flood and coastal risks and ensure that future development occurs in a detached building typology which is more amenable to flood resilient retrofits and interventions that may be necessary in the future. The SCRD is also proposed to prohibit community facilities with overnight sleeping accommodations in order to further limit future exposure to flood and coastal risks for temporary or semi-permanent residential populations. Bulk, density, and FAR are established in the proposed underlying zoning districts: R3A and C3A. This action applies to the proposed districts which are coterminous with the Hazard Mitigation Area, where there is greatest vulnerability to flood and coastal risks today and into the future.
- Coterminous with the proposed R4-1 underlying zoning district, the SCRD is proposed to restrict residential development on lots 25 feet or greater to one- and two-family detached homes and, on lots less than 25 feet wide, residential development is restricted to one-family detached buildings. This action would limit new development in order to reduce future exposure to flood and coastal risks and ensure that future development on smaller lots occurs in a detached building typology which is more amenable to flood resilient retrofits and interventions that may be necessary in the future. The SCRD is also proposed to prohibit community facilities with overnight sleeping accommodations in order to further limit future exposure to flood and coastal risks for temporary or semi-permanent residential populations. Bulk, density, and FAR are established in the proposed underlying zoning district: R4-1. This action applies to the proposed districts which are coterminous with the Limited Development Area, where there is vulnerability to flood risks today and into the future and where limited resilient and low density development is intended to occur.

Commercial Corridor

Proposed Mandatory Inclusionary Housing (MIH) Area
A zoning text amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas to establish an MIH area across the CC, in areas coterminous with the proposed R6A district. One such area is generally bounded by Beach 50th to the west, Beach 49th to the east, Rockaway Beach Boulevard to the south and Beach Channel drive to the north, and the other is bounded by Beach 43rd Street to the west, Beach 38th Street to the east, Rockaway Beach Boulevard to the north and Rockaway Freeway to the south.

MIH requires a share of new housing to be permanently affordable where significant new housing capacity would be created. The MIH area requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential use. Within the proposed MIH area, all housing developments, enlargements and conversions must meet the criteria set forth in the

MIH Program. Future developments will comply with one of the following option[s] pursuant to ZR Section 23-154:

- Option 1, wherein an amount of ***affordable floor area*** for ***qualifying households*** shall be provided that is equal to at least 25 percent of the ***residential floor area*** within such ***MIH development***. The weighted average of all ***income bands*** for ***affordable housing units*** shall not exceed 60 percent of the ***income index***, and there shall be no more than three ***income bands***. At least 10 percent of the ***residential floor area*** within such ***MIH development*** shall be affordable within an ***income band*** at 40 percent of the ***income index***, and no ***income band*** shall exceed 130 percent of the ***income index***.
- Option 2, wherein an amount of ***affordable floor area*** for ***qualifying households*** shall be provided that is equal to at least 30 percent of the ***residential floor area*** within such ***MIH development***. The weighted average of all ***income bands*** for ***affordable housing units*** shall not exceed 80 percent of the ***income index***, and there shall be no more than three ***income bands***. No ***income band*** shall exceed 130 percent of the ***income index***.

Proposed Site-Specific Actions

Edgemere Urban Renewal Plan Amendment and Actions

A URP, including a URA was established in Edgemere in 1997. The Urban Renewal Law authorizes the City to acquire sites in a URA for redevelopment in accordance with a URP. When a URP is amended, this authorization to acquire sites is reapplied for all Lots/Sites within the URA . A list of all sites included within the Edgemere URA can be found in Exhibit A of the URP.

The proposed actions related to the URP involve renewed acquisition for all Urban Renewal sites, 13 new acquisition parcels, removal of certain acquisition parcels, land use changes, changes to the controls on redevelopment, and a new expiration date. HPD is also seeking disposition approval for the URA sites. In some cases, URA Site numbers have been updated to reflect the aforementioned changes. Collectively, these changes will facilitate the implementation of the URP.

<u>Amendment to the URA</u>

Expansion of the Edgemere URA for 13 lots (Block 15837, Lot 27; Block 15960, Lots 24, 37, 42; Block 15961, Lot 78; Block 15962, Lot 59; and Block 15965, Lots 3, 12, 100, 111, 112, 114, 115).

Removal of certain sites from the Edgemere URA including Block 15834, Lot 17; Block 15852, Lot 60; Block 15853, Lots 95, 96, 97, 98, 102, 103; Block 15952, Lot 14.

<u>Amendments to the Urban Renewal Plan Land Use Designations</u>

- The designated land use of URA Sites 53, 55, 56B, 59, 60, 61, 62B, 64B, 86, 87 would be changed to ‘Open Space’ (from ‘Residential’ and ‘Residential/Open Space’). New URA Site 54 would be designated as ‘Open Space.’
- The designated land use of URA Sites 29, 30, 31, and 32 would be changed to ‘Commercial/Residential’ (from ‘Residential’). New URA Site 63B would be designated as ‘Commercial/Residential.’
- The designated land use of URA Sites 8 and 47 would be changed to ‘Residential’ (from ‘Commercial/Residential’).

<u>Definition of Proposed Uses</u>

- Proposed change to definition of Open Space to allow for agricultural uses when permitted by zoning.

<u>Supplementary Controls on Redevelopment</u>

- Amendment to density controls associated with Section C.3.d.1 to permit up to 1,500 dwelling units in the URA (from 800 units). This change is proposed to accommodate the additional units projected in the proposed CC, including the units that are already constructed or in the development pipeline, aligned with the neighborhood-wide land use strategy which reserves increases in density in an inland corridor adjacent to transit, and to facilitate the creation of commercial services.
- Removal of height restrictions associated with Section C.3.e from the URP. Section C.3.e prohibits perimeter walls of new residential buildings from exceeding 25 feet, with the exception of Sites 1, 33, and 34 and prohibits peaks of pitched roofs of new residential buildings from exceeding 35 feet in relation to the elevation of the 100-year flood plain, with the exception of Sites 1, 33, and 34. These height restrictions are inconsistent with the proposed plan for multi-family, mixed use buildings in certain parts of the URA. Moreover, in lower-density areas, it could prevent designs that address flood risk through building elevation and locating equipment on the roof. With its removal, applicable URA sites will be subject to height controls of the ZR and any permitted adjustments necessary for flood-resistant construction, including building elevation.

Extension of URP duration

- Extension of the duration of the URP for a period of 40 years from the date of approval of this Second Amended Edgemere Urban Renewal Plan.

Disposition of City-Owned Real Property

Disposition of all properties listed in Exhibit A of the Edgemere URP, including properties that will be acquired pursuant to the URP, to a sponsor to be determined by HPD.

Urban Development Action Area Project

Designation of an Urban Development Action Area (UDAA) and Approval of an Urban Development Action Area Project (UDAAP)

The UDAAP Project Area consist of underutilized land that tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety and would promote sound growth and development. The UDAAP Project Area is therefore eligible to be an Urban Development Action Area and the UDAAP Project is therefore eligible to be Urban Development Action Area Project pursuant to Article 16 of the General Municipal Law.

7. Conclusion

As described above, the Proposed Actions are designed to mitigate long term flood risk, create affordable housing opportunities, and expand neighborhood commercial and community facility amenities alongside investments in coastal protection infrastructure and open space. The Proposed Actions are tailored to the specific needs and characteristics of the sub-areas within the Project Area.

The Proposed Actions would facilitate the development of affordable housing in transit-oriented areas, as well as discourage future development in areas of greater risk to coastal hazards. These actions would work in concert together and with other projects identified in the Plan to leverage investments in local public infrastructure, housing, and coastal protection, while laying the groundwork for long-term coastal resilience and investments in community development.