Chapter 1: Project Description

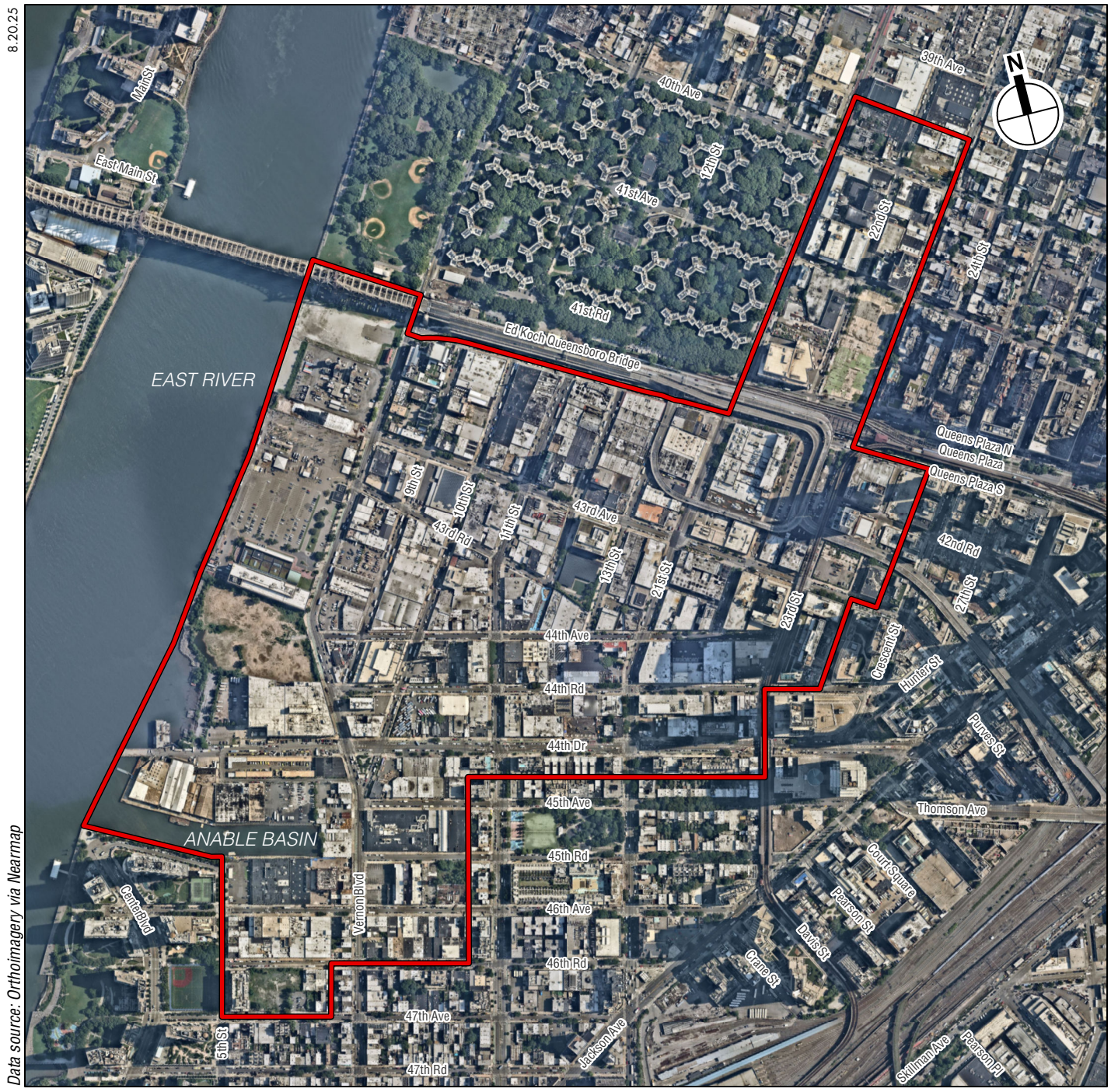
A. INTRODUCTION

The New York City Department of City Planning (DCP) 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 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 1-1 and 1-2**) focused on Long Island City's East River Waterfront and manufacturing zoned areas. The Project Area is generally bounded by the midblock between 39th and 40th Avenues between 21st and 23rd Streets to the north; the East River, Anable Basin, and 5th Street to the west; 47th Avenue, 46th Road, and the midblock between 44th Drive and 45th Avenue to the south; and 11th, 23rd, and 24th Streets and the midblock between 24th and Crescent Streets to the east. The majority of the study area is located in Queens Community District 2, with a portion located north of Queens Plaza North to the midblock between 39th Street and 40th Street, between 21st Street and 23rd Street, located in Community District 1.

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 intended to facilitate new residential, commercial, community facility, and industrial development. In the future with the Proposed Actions, known as the With Action condition, the Proposed Actions are expected to result in a net increase of approximately 14,699 dwelling units (DU), including approximately 3,245 to 4,867 permanently affordable homes for lower-income New Yorkers, approximately 3,427,450 square feet of commercial space, approximately 291,784 square feet of community facility space, and a decrease of approximately 794,485 square feet 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~~represent years of planning 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. The plan seeks to leverage Long Island City's Central Business District status, excellent transportation access, and unique waterfront to create new housing opportunities, expand affordable housing and open space and position the area as Western Queens' primary employment hub for new and emerging industries alongside a new mixed-use neighborhood.



Aerial

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1-1



Project Location

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1-2

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

An overview of the Project Area, the outreach process, the purpose and need for the Proposed Actions and their specific components are described below. **Appendix A** 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 land use approvals 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). The actions[1] include:

- Zoning Map Amendment (ZM) to:
  - Rezone portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M3-1, M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 zoning districts to M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10, M1-4A, M1-5A and M1-6A zoning districts.
  - Expand the existing Special Long Island City Mixed-Use District (LIC Special District) to include portions of the Project Area outside of the existing LIC Special District.
  - Remove Special Mixed Use District 9 (MX-9)
  - Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR Section 62-951, for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the configuration of and varied conditions along the Basin. The WAP would also modify requirements and standards for public access to address the unique character of the Basin and align with modern citywide standards.

[1] Following certification, the City Planning Commission (CPC) has proposed modifications to the Proposed Actions to clarify provisions of the proposed Zoning Text Amendment, the LIC Special District, and the Zoning Map Amendment.

- Zoning Text Amendment (ZR) to:
  - Amend Appendix F of the ZR, 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 LIC Special District (Article XI, Chapter 7) to create special use, floor area, bulk, circulation and parking regulations on both waterfront and non-waterfront blocks and to establish special height, setback, and street wall regulations for buildings on waterfront blocks and on select corridors, among other special rules.
  - Allow for space occupied by schools to be exempt from floor area calculations within the new LIC Special District subareas.
  - Create an authorization that would allow for additional flexibility in building envelope for developments utilizing the new school area floor area exemption.
  - Create a City Planning Commission Chair Certification to allow the transfer of development rights on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on blocks within the waterfront subdistrict.
  - Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
  - ~~Create a CPC chair certification to allow for the modification of height restrictions established under Sections 61-21 (Restriction on Highest Projection of Building or Structure) for Zoning Districts without a maximum height limit within the newly established Subdistricts of the LIC Special District following verification that said modifications would not pose a hazard to air navigation.~~[2]
  - Create an authorization to allow sites within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas
- Designation of Urban Development Action Areas (UDAA), Approval of an Urban Development Action Area Project (UDAAP), and Disposition of City-Owned Properties:
  - The Department of Housing Preservation and Development (HPD) is seeking Designation of UDAA, project approval of a UDAAP, and disposition of City-owned property located on Block 24, Lot 7.
- Change in the City Map (MM) to:
  - De-map portions of 44th Drive west of Vernon Boulevard.
  - De-map to narrow portions of 44th Drive between Vernon Boulevard and 5th Street.
  - De-map 44th Road west of Vernon Boulevard.
  - De-map 44th Ave west of Vernon Boulevard.

[2] The CPC modifications remove the creation of the proposed CPC Chair Certification as the LIC Special District is not located within the flight obstruction area.

  - Map new public streets in Block 488; and Block 489.
  - Map a street widening of portions of 45th Avenue between 5th Street and Vernon Boulevard.
- Disposition of Non-Residential City-Owned Property (PP) to:
  - Dispose of City-owned property located at Block 489, Lot 23 and Lot 1, and Block 488, Lot 15, and Lot 11.
  - Dispose of City-owned property located at Block 428, Lot 12, Lot 13, and Lot 16.
  - Dispose of City-owned property located at Block 429, Lot 13, Lot 15, and Lot 29.
- Combination Acquisition and Site Selection of Property by the City (PC):
  - The New York City Department of Citywide Administrative Services (DCAS) is seeking the acquisition and site selection of an easement on waterfront portions of a property located on Block 488 Lot 114. This action would allow the City to create new waterfront public open space.

The land use approvals included under the Proposed Actions are described in more detail in Section F, "Description of the Proposed Actions."

C. BACKGROUND TO THE PROPOSED ACTIONS

STUDY AREA HISTORY

The Mespeatches Indigenous People historically inhabited the area that is now characterized as Long Island City. Maspeth, a neighborhood directly east of Long Island City, derives its name from the Mespeatches. Long Island City's early history began with the establishment of a Mespeatches village along Newtown Creek. Historical documents indicate that around 1664, Dutch settlers paid the Indigenous People with a small amount of wampum (Indigenous currency) and supplies in exchange for an area amounting to approximately 2,200 acres. The area remained as primarily farmland for the following centuries.

In the late 19th century, the Long Island Rail Road (LIRR) moved its western terminus to Long Island City, and the Queens County Supreme Court building was constructed. Soon after, Long Island City became the commercial and civic hub of Queens County, and Long Island City was developed with a concentration of heavy industrial uses—particularly along the bustling working waterfront. Today, much of its industrial past remains in its built form, particularly within industrial sections of the Project Area. However, as New York City's industrial economy declined due to rapid globalization, the economy of Long Island City broadened to include office space, art institutions, and educational institutions such as LaGuardia Community College and the City University of New York (CUNY) School of Law, which have repurposed industrial lofts and redeveloped underutilized sites.

NEIGHBORHOOD CONTEXT

Long Island City features some of the highest levels of transit accessibility in Queens. The Project Area is directly served by eight subway lines at three primary stations. The

21st Street-Queensbridge station at the intersection of 21st Street and 40th Avenue is served by the F subway line. The Queensboro Plaza station located along Queens Plaza South is served by the N, W, and 7 subway lines. Lastly, the Court Square station is served by the E, G, M, and 7 subway lines. A short distance from the Project Area is the Queens Plaza station serviced by the E, M, and R subway lines. All stations provide direct access to Midtown Manhattan within one to three stops. The Long Island City and Hunters Point Avenue LIRR stations provide service to Long Island and to Midtown Manhattan via Grand Central and Penn Stations. Fifteen 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 constitutes one of Queens' three central business districts and Western Queens' primary industrial, commercial, and transportation hub. Long Island City has experienced an uptick in employment with nearly 85,000 jobs added between 2000 and 2022. Industrial and office jobs make up most of the employment opportunities in the area. In recent years, Long Island City has seen growth in sectors such as Life Sciences, Media and Entertainment, Breweries, and Distribution.

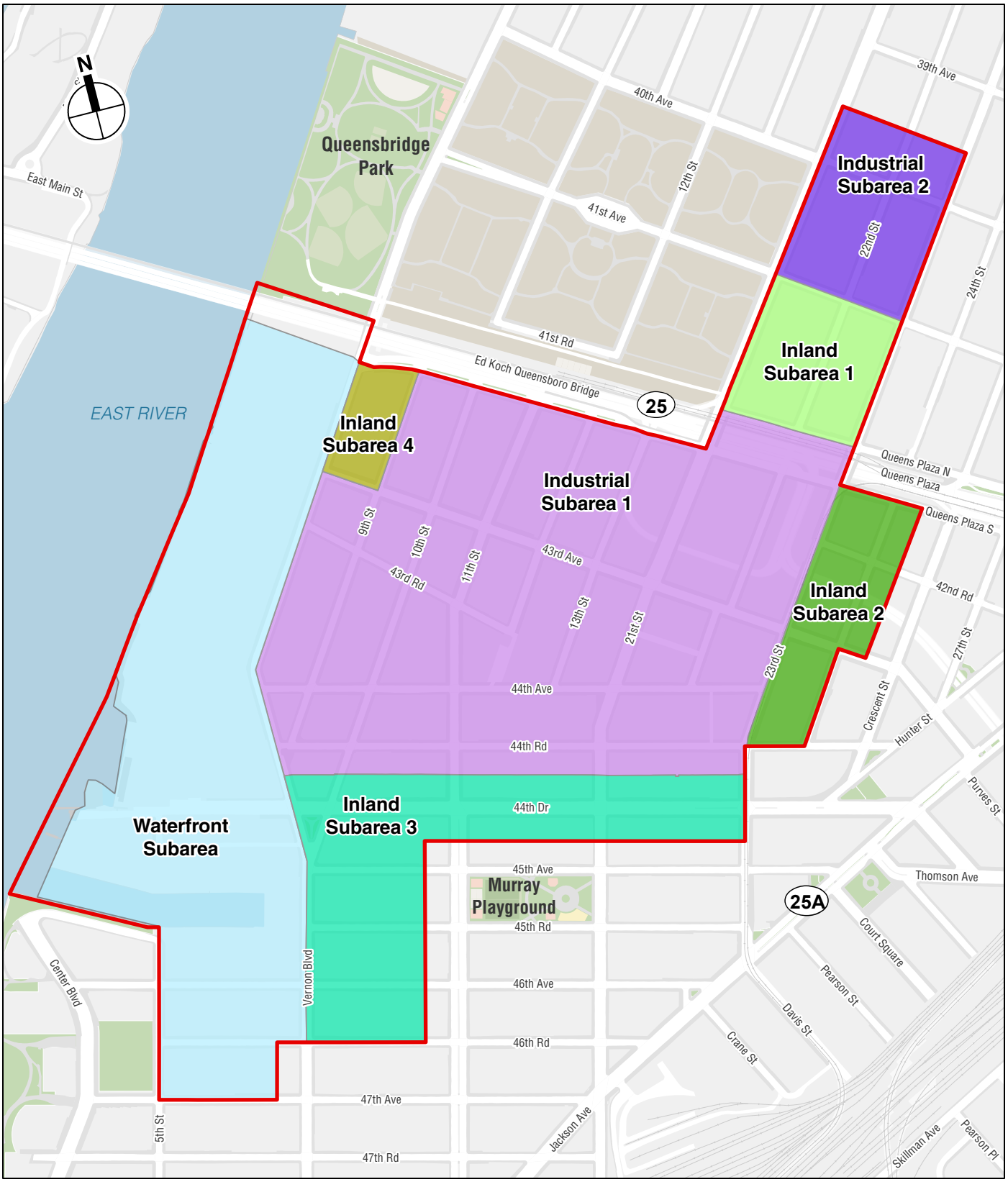
PROJECT AREA

The distinct land use patterns that characterize the Project Area present unique opportunities related to zoning, land use, and the public realm. The areas that comprise the Project Area can be subdivided into separate subareas generally defined as the Waterfront Subarea, the Industrial Subareas, and the Inland Subareas (see **Figure 1-3**).

WATERFRONT SUBAREA

Waterfront properties account for approximately 0.5 miles of frontage along the East River and Vernon Boulevard and 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 ¼ mile long and 150 feet wide. It is lined with a cluster of industrial buildings that are currently either vacant, demolished, or underutilized low-rise warehouses, reflecting the area's post-industrial transformation.

The waterfront subarea is also home to three City-owned sites, all located around the intersection of 44th Drive and Vernon Boulevard. On the north 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 administrative uses. To the west of the DOE building is a City-owned accessory parking lot for City employees. On the south side of 44th Drive is a one-story building owned and operated by the New York City Department of Transportation (DOT). The building is utilized by DOT street and sidewalk repair personnel. Con Edison, a public utility, maintains property along the waterfront south of 43rd Avenue. The Con Edison Learning Center is used as a training facility and education center for Con Edison staff.



Subareas

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1-3

INDUSTRIAL SUBAREAS

The Industrial Subareas are defined as those portions of the Project Area contained within the Long Island City Industrial Business Zone (IBZ) (see **Figure 1-4**). IBZs are geographic areas within New York City designated to retain and promote industrial activities. Established in 2006, these zones aim to support New York City's industrial economy by offering tax credits to industrial businesses relocating to IBZs. A key feature of these zones is the commitment not to permit rezoning for residential uses.

The Project Area contains two separate Industrial Subareas. The larger portion of the IBZ, also identified as Industrial Subarea 1, is located east of the waterfront properties and is bounded by Vernon Boulevard to the west, Queens Plaza South to the north, 23rd Street to the east, and the midblock between 44th Road and 44th Drive to the south.

The smaller IBZ area, identified as Industrial Subarea 2, 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 east, and the midblock between 39th and 40th Avenues to the north.

Much of the Long Island City IBZ is outside the Project Area, with portions north of Queensbridge Houses, east and north of the Sunnyside Railyard, and along Newtown Creek.

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, Industrial Subarea 2 has experienced 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 stores and restaurants. Residential uses are not allowed.

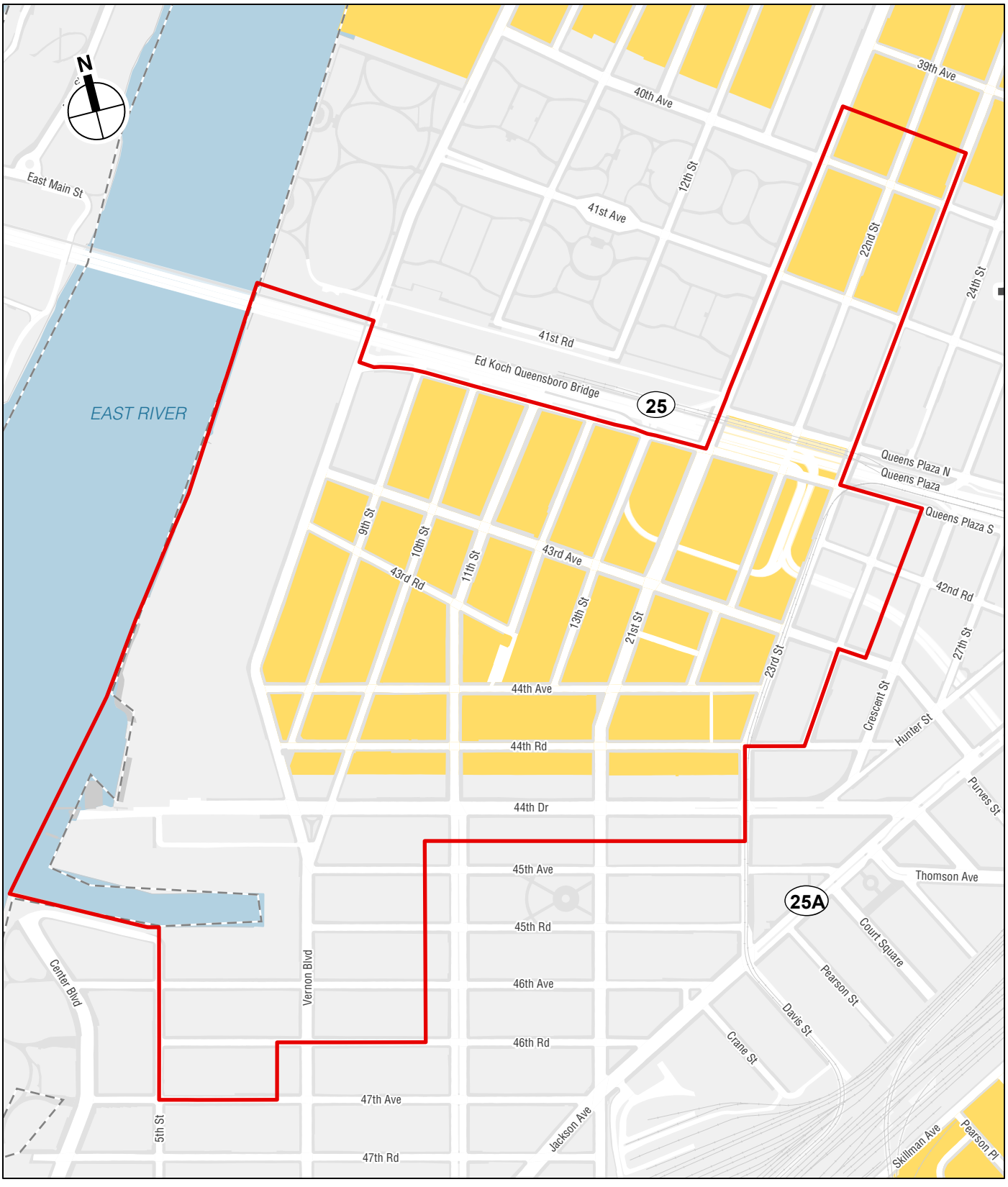
INLAND SUBAREAS

The Inland Subareas comprise the remaining portions of the Project Area. These areas are characterized by four separate areas identified as Inland Subareas 1 through 4. Inland Subarea 1 is east of the Queensbridge Houses and south of Industrial Subarea 2. 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.

Inland Subarea 2 is located west of Long Island City's dense center. It is bounded by 23rd Street to the west, 44th Road and 43rd Avenue to the south, 24th Street and midblock between 24th and Crescent Streets to the east, and Queens Plaza South to the north.

Inland Subarea 3 is located south of the primary IBZ area (or Industrial Subarea 1) and east of the Waterfront Subarea. The subarea is bounded by Vernon Boulevard and 5th Street to the west, 47th Avenue and 46th Road to the south, 11th Street and 23rd Street to the east, and midblock between 44th Drive and 44th Road to the north.

Inland Subarea 4 is positioned between the Waterfront Subarea and Industrial Subarea 1 and constitutes a single block bounded by Vernon Boulevard, Queens Plaza South, 9th Street and 43rd Avenue.



Industrial Business Zone

The Inland Subareas are primarily zoned as manufacturing or paired manufacturing and residential districts, which has yielded a variety of building forms from single story warehouses in Inland Subarea 3 to high density mixed-use towers in Inland Subarea 2. However, the Inland Subareas maintain an industrial character reminiscent of Long Island City's past.

ONGOING CITYWIDE EFFORTS (2024-2025)

NEW YORK CITY INDUSTRIAL PLAN

In September of 2024, DCP announced the launch of the New York City Industrial Plan which aims to bolster the City's industrial sector by creating a comprehensive framework for the development and support of industrial and manufacturing businesses and jobs. The Plan will explore how the City can best support the development of a modern and growing sustainable industrial economy and well-utilized industrial areas. This plan will be developed by DCP, the New York City Economic Development Corporation (EDC) and the Department of Small Business Services (SBS), with input from other relevant city agencies and stakeholders. With the Industrial Plan anticipated to be completed in December of 2025, beyond the anticipated certification of the Long Island City Neighborhood Plan, the outcomes of this framework are unknown and would require future analysis in this area.

PRIOR PLANNING EFFORTS

NORTHERN HUNTERS POINT WATERFRONT ACCESS PLAN

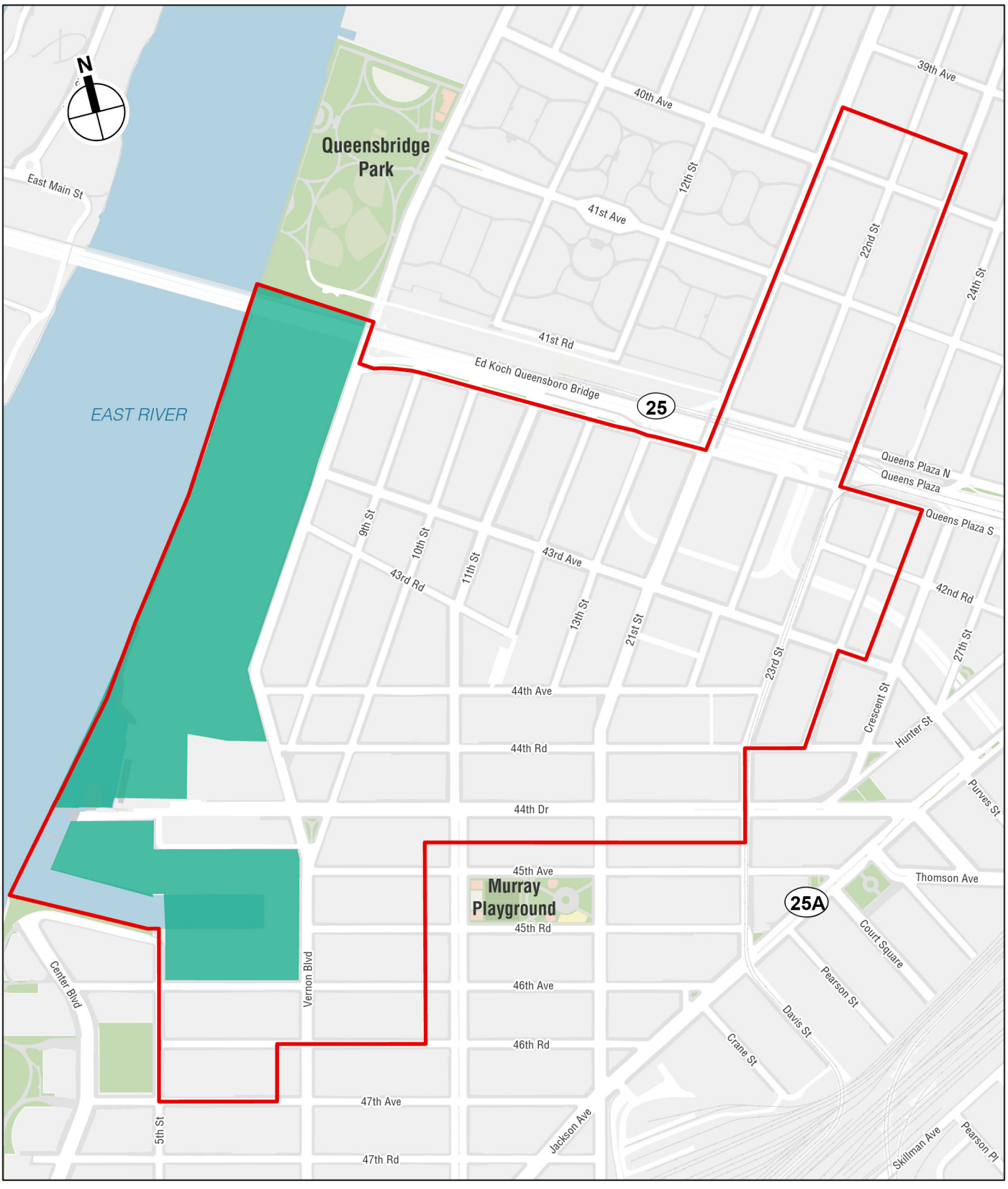
In 1997, DCP submitted an application to amend the ZR to establish a WAP at the Northern Hunters Point Waterfront (see **Figure 1-5**). The amendment implemented several of the public waterfront access recommendations contained in DCP's Plan for Long Island City: A Framework for Development (Fall 1993, "Framework").

Waterfront zoning was adopted in 1993 to regulate New York City's 578 miles of waterfront property. 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 subdivided into 12 parcels based on existing and anticipated ownership patterns. Certain elements of the WAP apply to all parcels while others are modified on a parcel-by-parcel basis. Maps Q-1a through Q-1c show the boundaries of the area comprising the Northern Hunters Point Waterfront Access Plan and the location of certain features mandated or permitted by the Plan. The maps can be found in the ZR Section 62-951 paragraph (f).

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

8.20.25



Primary Study Area (Project Area)

Northern Hunter's Point Waterfront Access Plan

0 1,000 FEET

Waterfront Access Plan (WAP)

SPECIAL LONG ISLAND CITY MIXED USE DISTRICT (LIC) (ADOPTED MAY 2001)

In 2001, CPC amended the Zoning Map to implement a key land use recommendation taken from the above-mentioned Framework for Development. 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 were intended to 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 established urban design regulations to foster new development that responds to the area's diverse built fabric and enhances its distinct sense of place.

The LIC Special District 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 LIC Special District consists of the Hunters Point (HP), Court Square (CS) and Queens Plaza (QP) subdistricts.

LIC – HUNTERS POINT SUBDISTRICT (HP) (ADOPTED JUNE 2004)

In 2004, CPC established 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 then existing LIC Special District and the HP Subdistrict and established new regulations with regard to the HP Subdistrict.

The amendments were intended 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 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.

SILVERCUP WEST (2006)

In 2006, CPC approved an application to rezone five lots south of the Queensborough Bridge, between Veron Boulevard and the East River. The application, put forth by Silvercup Studios, rezoned an M1-4 district (described below) to a new Special Mixed Use District (MX-9) with an underlying zoning of M1-5/R10 (described below). The rezoning was intended to facilitate a large-scale mixed-use development, known as Silvercup West, which was expected to include a film and television production studio and towers containing residential, office, retail, and community facility uses and waterfront public open space. The MX-9 district contains specific provisions that would allow CPC to waive restrictions on the size of illuminated signs. Since the rezoning however, the project's special permits expired, and no development has occurred.

LIC – DUTCH KILLS SUBDISTRICT (DK) (ADOPTED SEPTEMBER 2008)

In 2008, DCP submitted an application for amendments to the Zoning Resolution concerning the LIC Special District (Article XI, Chapter 7), relating to the addition of the Dutch Kills Subdistrict and expansion of the LIC Special 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 LIC Special 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 LIC Special 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 Dutch Kills Subdistrict is bounded by 36th Avenue to the north, Northern Boulevard to the east, 41st Avenue to the south, and 23rd Street to the west. It is located north and west of Sunnyside Yards and north of the Queens Plaza Subdistrict (QP) of the LIC Special District.

SPECIAL SOUTHERN HUNTERS POINT DISTRICT (SHP) (ADOPTED SEPTEMBER 2008)

The EDC submitted an application to amend the Zoning Resolution to establish the Special Southern Hunters Point District (SHP), establish a 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 SHP includes provisions to ensure active, pedestrian-oriented experience and to allow panoramic views of Midtown Manhattan and the East River and Newtown Creek waterfronts.

HISTORIC DISTRICTS AND LANDMARKS

Designated in 1968 by the New York City Landmarks Preservation Commission (LPC), 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 were constructed in the last three decades of the 19th century. 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 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 LPC, 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 the form of New York

City's architecture. The landmarked building is the last remaining remnant of the company and is currently vacant.

D. EXISTING ZONING

The Project Area includes the western portion of Community District 2 and southern portions of Community District 1. The 1995 Long Island City Framework Implementation Rezoning affected most of the properties within the Project Area. It restricted heavy manufacturing in favor of light manufacturing and allowed residential use in Hunters Point by amending the use and bulk regulations of the Special Hunters Point Mixed Use District. 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.

The Project Area is mapped with 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 1-6**). There are two special districts in the Project Area (see **Figure 1-7**). There are currently no Mandatory Inclusionary Housing (MIH) Areas mapped within the Project Area. The existing zoning districts mapped in the Project Area are discussed below.

R6A (WITHIN LIC – HP)

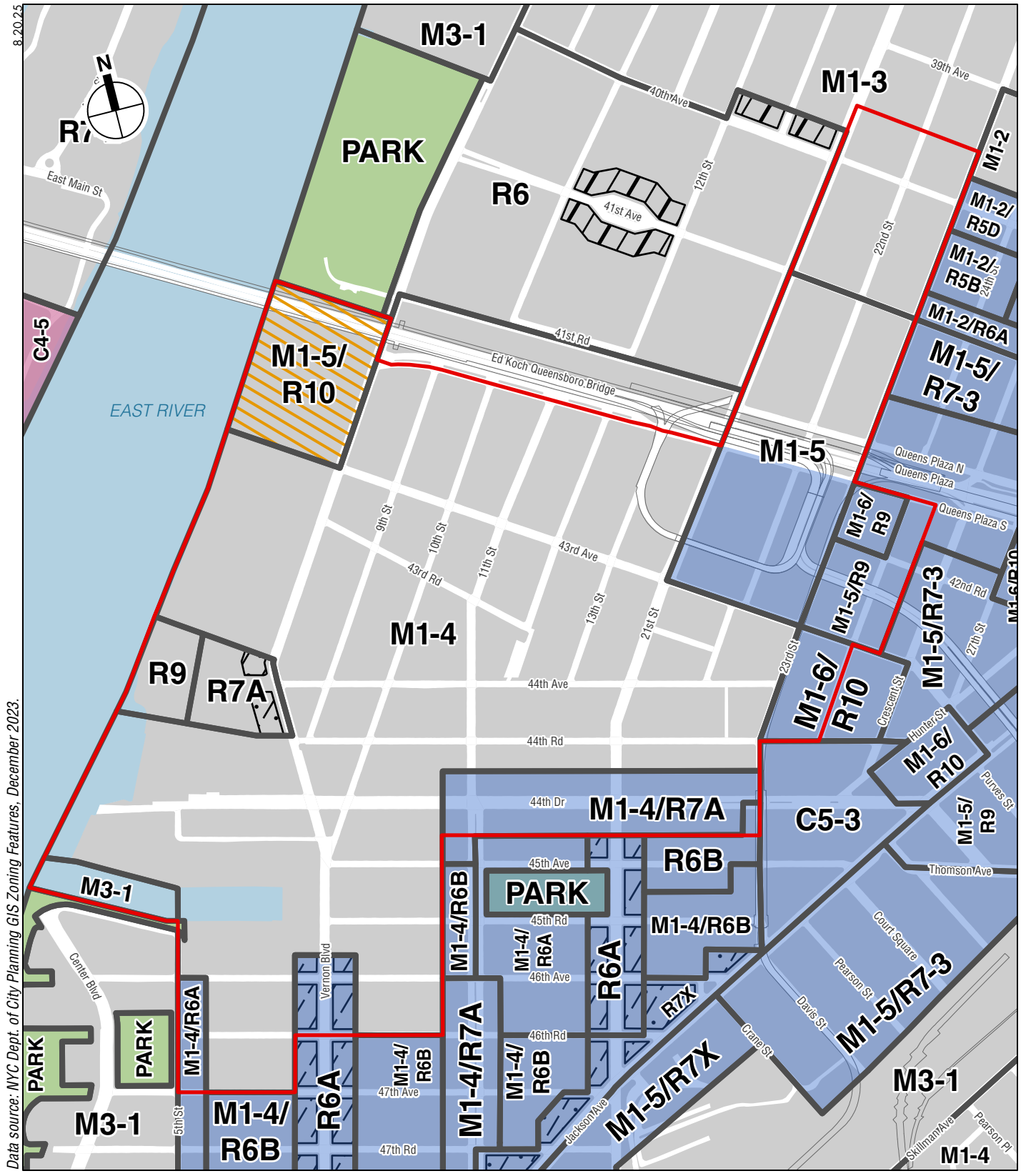
An R6A district is mapped at a 100-foot depth along Vernon Boulevard between 46th Road to the south and a point at the midblock between 45th Road to the north, and 46th Avenue to the south.

R6A districts are medium-density contextual districts that allow all types of residential and community facility uses. R6A districts permit a maximum residential 3.0, a maximum residential FAR of 3.90 for Qualifying Affordable Housing or Qualifying Senior Housing, and community facility uses are allowed up to an FAR of 3.0. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 75 feet for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

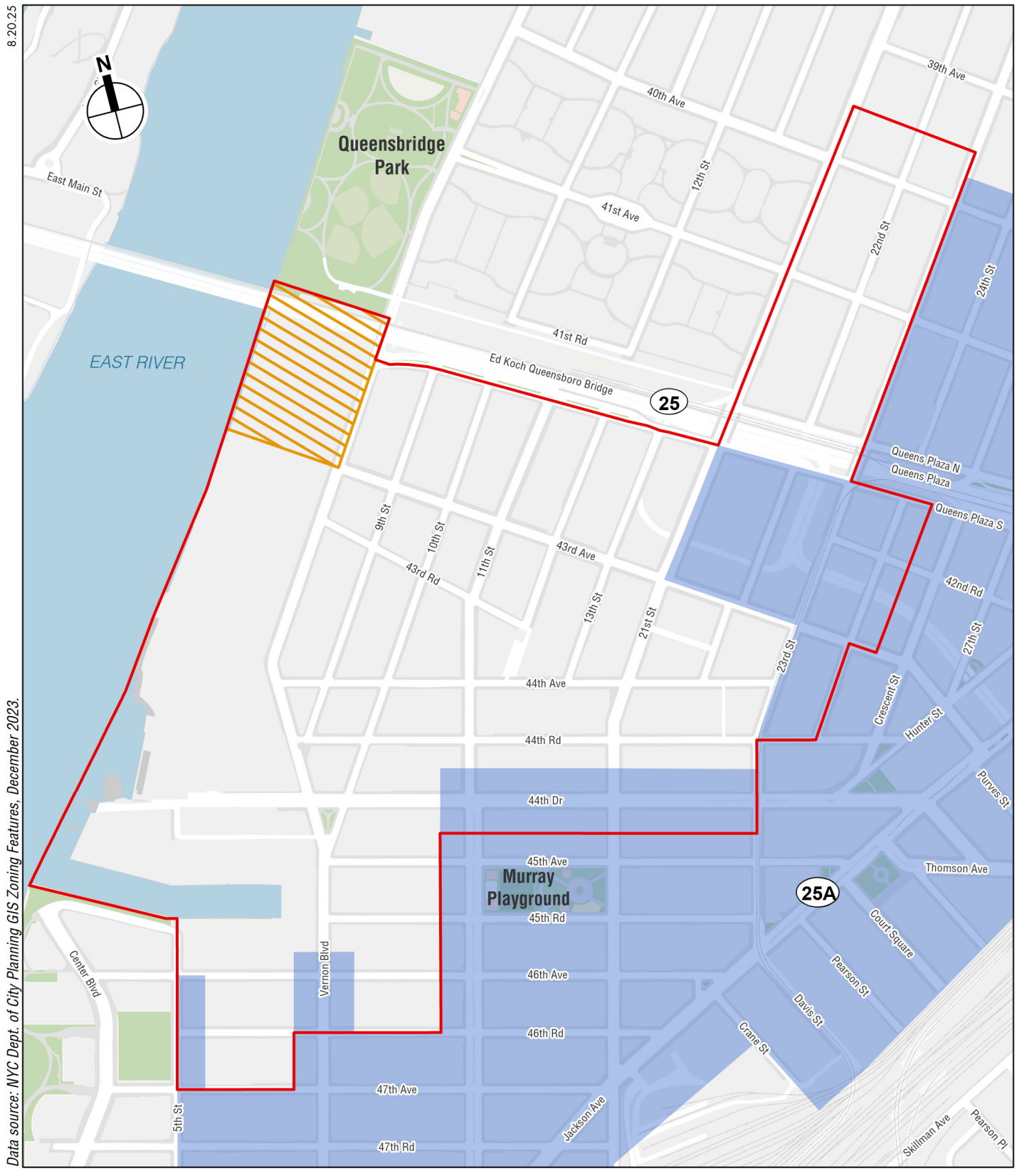
R6B (WITHIN LIC – HP)

An R6B district is mapped on one partial block at the intersection of 23rd Street and 44th Drive.

An R6B district is a typical rowhouse district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B districts permit a maximum residential FAR of 2.0, a maximum residential FAR of 2.40 for Qualifying Affordable Housing or Qualifying Senior Housing, and community facility uses to a maximum FAR of 2.0. Building base heights must be between 30 and 45 feet, with 10-foot setbacks on a wide street and 15-foot setbacks on a narrow street, before rising to a maximum height of 55 feet for standard residences and 65 feet for Qualifying Affordable Housing or Qualifying Senior Housing.



Existing Zoning



Existing Mixed-Use Districts

R7A (OUTSIDE LIC)

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

R7A districts are medium-density contextual residential districts that allow all types of community facility and residential. R7A districts permit a maximum residential 4.0, a maximum residential FAR of 5.01 for Qualifying Affordable Housing or Qualifying Senior Housing, and community facility FAR of 4.0. Base heights are permitted to be between 40 and 75 feet and 85 feet for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet for standard residences and 115 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

R9 (OUTSIDE LIC)

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

R9 districts are high-density non-contextual residential districts that allow residential uses and community facility uses of all types. R9 districts permit a maximum residential FAR of 7.52, a maximum residential FAR of 9.02 for Qualifying Affordable Housing or Qualifying Senior Housing, and a community facility FAR of 10.0. R9 districts, like other non-contextual districts, permit building heights to be governed by either Sky Exposure Plane regulations, or standard residence envelope. Where the standard residence envelope is utilized, base heights are permitted to be between 60 and 95 feet on narrow streets and 135 for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 15-foot setback is required, and base heights are permitted to be between 60 and 105 feet on a wide street and 135 feet for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 10-foot setback is required. Building heights may reach a maximum of 135 feet on a narrow street and 145 feet on a wide street for standard residences and a maximum of 185 feet for Qualifying Affordable Housing or Qualifying Senior Housing.

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

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

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

M1-3 and M1-5 districts are medium density light manufacturing districts, which serve as buffers between other manufacturing districts and adjacent residential or commercial districts. These districts allow all types of retail and commercial uses, general service uses, manufacturing uses, and some types of community facility. Residential uses are not permitted. These M1 districts permit a maximum commercial and manufacturing FAR

of 5.0 and community facility FAR of 6.5. The districts permit a maximum building base height of 85 feet or six stories, before Sky Exposure Plane regulations apply to the overall height. Additionally, towers are permitted to penetrate the sky exposure plane, provided they adhere to additional setback and coverage criteria.

M1-4 (OUTSIDE LIC)

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

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

M3-1 (OUTSIDE LIC)

An M3-1 is mapped on one partial block on the westerly portion of Anable Basin.

M3-1 is a non-contextual heavy manufacturing district, designed to accommodate the essential heavy industrial uses which involve more objectionable influences and hazards. The district allows all types of retail and commercial uses, general service uses, and manufacturing uses while residential and community facility uses are not permitted. M3-1 districts permit a maximum commercial and manufacturing FAR of 2.0. M3-1 districts permit a maximum height of the front wall of 60 feet or four stories within the permissible initial setback distance, before Sky Exposure Plane regulations apply to the overall height. The initial setback distance on narrow streets and wide streets are 20 and 15 feet, respectively. Alternatively, when an open area is provided along the full length of the front lot line, with a depth of 15 feet on narrow streets and 10 feet along the wide streets, the Alternate Sky Exposure Plane regulations shall apply.

M1-4 / R6A (WITHIN LIC – HP)

An M1-4 district is paired with an R6A district and mapped on two partial blocks along 5th Street. Paired districts combine a manufacturing and a residential district and are mapped in the Hunters Point Subdistrict (HP) of the LIC Special District. The paired district is bounded by 5th Street to the west, 46th Avenue to the north, and 47th Avenue to the south.

M1-4/R6A districts permit a maximum residential FAR of 3.0, a maximum residential FAR of 3.9 for Qualifying Affordable Housing or Qualifying Senior Housing, an FAR for commercial and industrial uses up to 2.0, and an FAR for community facility uses up to 3.0. In paired districts, the residential envelopes govern building height. Base heights are

permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building heights may reach a maximum of 75 feet for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing. The HP subdistrict modifies the basic paired district regulations by permitting grocery stores without a maximum size restriction and requiring new street walls to line-up with adjoining buildings.

M1-4 / R7A (WITHIN LIC – HP)

An M1-4 district is paired with an R7A district and mapped on six partial blocks surrounding the 44th Drive corridor. Paired districts combine a manufacturing and a residential district and are mapped in the HP subdistrict of the LIC Special District. The paired district is bounded by 23rd Street to the east, the midblock between 44th Drive and 44th Road to the north, a point 100 feet west of 11th Street to the west, and the midblock between 45th Avenue, and 44th Drive to the south.

These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. M1-4/R7A districts permit a maximum residential FAR of 4.0, a maximum residential FAR of 5.01 for Qualifying Affordable Housing of Qualifying Senior Housing, an FAR for commercial and industrial uses up to 2.0, and an FAR for community facility uses up to 4.0. In paired districts, the residential envelopes govern building height. Base heights are permitted to be between 40 and 75 feet and 85 feet for Qualifying Affordable Housing or Qualifying Senior Housing, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet for standard residences and 95 feet for Qualifying Affordable Housing or Qualifying Senior Housing. The HP subdistrict modifies the basic paired district regulations by permitting grocery stores without a maximum size restriction and requiring new street walls to line up with adjoining buildings.

M1-5 / R9 (WITHIN LIC – QP)

An M1-5 district is paired with an R9 district and mapped on two partial blocks and one full block immediately south of Queens Plaza South. Paired districts combine a manufacturing and a residential district and are mapped in QP of the LIC Special District. The M1-5 / R9 district corresponds specifically to Area B of the QP. The paired district is bounded by Queens Plaza South and 42nd Street to the north, the midblock between 24th Street and Crescent Street to the east, 43rd Avenue to the south, and 23rd Street to the west.

M1-5/R9 paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The QP subdistrict modifies many standard regulations for paired districts. 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 and a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing. The area permits a minimum base height of 100 feet and maximum building base height of 150 feet, above

which a setback of 10 feet is required on wide streets, and 15 feet on narrow streets. No overall building height applies.

M1-5/R10 (MX-9)

An M1-5 district is paired with an R10 district and mapped on an area bounded by the Queensborough Bridge to the north, unmapped 43rd Avenue to the south, Vernon Boulevard to the east and the East River to the west. Paired districts combine a manufacturing and a residential district. The M1-5 / R10 district corresponds to the Special Mixed Use District - 9 (MX-9), with which it is coterminous.

The M1-5/R10 paired district permits a mix of uses, allowing new residential and non-residential uses within the same building. Paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The M1-5/R10 district permits a maximum FAR of 5.0 for manufacturing and commercial use and 10.0 for residential and community facility uses, and a maximum residential FAR of 12.0 for Qualifying Affordable Housing or Qualifying Senior Housing.

The MX-9 contains specific provisions that allow CPC to modify regulations related to surface area, illumination, projection, or height of signs.

M1-6 / R9 (WITHIN LIC – QP)

An M1-6 district is paired with an R9 district and mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the QP of the LIC Special District. M1-6 / R9 corresponds specifically to Area D of the QP Plan. The paired district is bounded 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 districts are non-contextual, high-density light manufacturing districts paired with high-density residential districts. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The QP subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all size, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying zoning regulations. Area D permits a maximum residential FAR of 8.0, a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing, community facility FAR of 10.0, commercial and manufacturing FAR of 15.0. The area permits a minimum base height of 100 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets, and 15 feet on narrow streets. No overall building height applies.

M1-6 / R10 (WITHIN LIC – QP)

An M1-6 district is paired with an R10 district and mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the QP. The M1-6 / R10 district corresponds specifically to Areas A-1 and A-2 of the QP subdistrict. Portions of only Area A-2 are in the Project Area. The paired district is bounded by 43rd Avenue to the north, 23rd Street to the west, 44th Road to the south, and 24th Street to the east.

M1-6/R10 districts are non-contextual light manufacturing districts paired with high-density residential districts. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The QP subdistrict modifies many standard regulations for paired districts. 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 within residential districts that serve local retail and service needs. C1-5 overlays are located across four full blockfronts and two partial blockfronts within the Project Area along Vernon Boulevard at a 100-foot depth where an R6A district is mapped. A C2-5 overlay is located at a 100-foot depth along the western side of Vernon Boulevard between 44th Road and 100 feet north of 44th Avenue.

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

HP SUBDISTRICT REGULATIONS

In addition to the special rules mentioned above, the LIC 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.

QP SUBDISTRICT REGULATIONS

In addition to the special rules mentioned above, the LIC 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 restrict 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 to parking. Additionally, loading berths are not permitted along the designated street frontages.

SPECIAL SIGN REGULATIONS

The QP 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 the time of the application for a permit within 100 feet of the building.

E. PURPOSE AND NEED FOR THE PROPOSED PROJECT

DCP 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 community members, elected officials, and City agencies, and through the City's on-going community engagement process, which was initiated in the fall of 2023. DCP, 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 goals, informed by engagement with Community Boards 1 and 2, elected officials, nonprofits, advocacy groups, residents, businesses, property owners, and various stakeholders. These goals are intended to spur housing creation, including affordable housing; develop waterfront open spaces; and encourage job growth.

The current zoning framework in the neighborhood does not permit the full implementation of the Long Island City Neighborhood Plan, which has necessitated the Proposed Actions. While much of Long Island City has been rezoned since 1995, most of the Project Area has been excluded from these initiatives. The waterfront was privately rezoned, but the zoning changes did not result in any new development. Today, new residential development is not permitted in key areas and along many major corridors. Businesses located within IBZs are also restricted from expanding in response to the growing residential population directly east of it in the Long Island City core.

The Proposed Actions would implement 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, Downtown Brooklyn, and Manhattan.

Absent the Proposed Actions, the existing zoning will continue to produce substantially less housing than surrounding areas. Currently, no mechanism exists to mandate permanent affordable housing within the entirety of the Project Area. While the establishment of the LIC Special District in 2001 spurred significant development in the last two decades, the Project Area was largely left out of the LIC 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.

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

Each objective is discussed in more detail below.

DETAILED OBJECTIVES OF THE PROPOSED ACTIONS

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.

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

Today, Long Island City 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 improvement and creation of open space along the waterfront and in the Long Island City core.

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 connected waterfront open spaces along the East River and Anable Basin. The proposal will achieve this by modifying the existing WAP to guide the development of new, high-quality open space (up to 6 acres) 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, thereby requiring development of the WAP. The proposed street mapping action would create along the East River the framework for a new open space that that would invite the public to the waterfront. 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 the Project Areas key corridors discourage an engaging pedestrian experience.

The Proposed Actions aim to enhance public realm conditions, encourage walkability, activate 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 manufacturing districts.

PLAN FOR A MORE RESILIENT AND SUSTAINABLE LONG ISLAND CITY

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 would address sea level rise and coastal flooding. Deploying a range of stormwater management strategies and infrastructure would 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 and neighborhood resilience by providing opportunities for renewable energy generation, building retrofits, and promoting the use of sustainable, durable, and local materials. CHO would encourage other green building practices such as adaptive reuse.

The 2021 Zoning for Coastal Flood Resiliency text amendment would further ensure that new development facilitated by the Proposed Actions on both waterfront and inland sites within the Federal Emergency Management Agency (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 square feet 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 a 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.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions would facilitate development consistent with the vision and goals established 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 AMENDMENTS

- 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 and M1-6A.
- ~~Expand the existing modify regulations related to surface area, illumination, projection, or height of signs to portions of the Project Area outside of the existing LIC Special District.~~ [3]
- Remove Special Mixed Use District 9 (MX-9).
- Modify the Northern Hunters Point 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 Anable 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 AMENDMENTS

- Amend Appendix F of the Zoning Resolution, to designate 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 LIC Special District (Article XI, Chapter 7) to create special use, floor area, bulk, circulation and parking regulations on both waterfront and non-waterfront blocks and to establish special height, setback, and street wall regulations for buildings on waterfront blocks and on select corridors, among other special rules.
- Allow for space occupied by school to be exempt from floor area calculations within the new LIC Special District subareas.
- Create an authorization that would allow for additional flexibility in building envelope for development utilizing the new school floor area exemption rule.

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[3] Following certification, CPC proposed modifications to the Proposed Actions to clarify provisions of the proposed Zoning Text Amendment, the LIC Special District, and the Zoning Map Amendment.

- Create a CPC chair certification to allow the transfer of development rights on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on blocks within the waterfront subdistrict.
- Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
- ~~Create a CPC chair certification to allow for the modification of height restrictions established under Sections 61-21 (Restriction on Highest Projection of Building or Structure) or 61-22 (Permitted Projection Within any Flight Obstruction Area) for Zoning Districts without a maximum height limit within the newly established Subdistricts of the LIC Special District following verification that said modifications would not pose a hazard to air navigation.~~[4]
- Create an authorization to allow sites within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas.

DESIGNATION OF AN URBAN DEVELOPMENT ACTION AREA (UDAA), APPROVAL OF AN URBAN DEVELOPMENT ACTION AREA PROJECT (UDAAP), AND DISPOSITION OF CITY-OWNED PROPERTY

HPD is seeking designation of UDAA, project approval of a UDAAP, and disposition of City-owned property located on Block 24, Lot 7.

CITY MAP AMENDMENTS

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

DISPOSITION OF NON-RESIDENTIAL CITY-OWNED PROPERTY

- Dispose of City-owned property located at Block 489, Lot 23 and Lot 1, and Block 488, Lot 15, and Lot 11.
- Dispose of City-owned property located at Block 428, Lot 12, Lot 13, and Lot 16.
- Dispose of City-owned property located at Block 429, Lot 13, Lot 15, and Lot 29.

COMBINATION ACQUISITION AND SITE SELECTION BY THE CITY

- DCAS is seeking to place an easement on waterfront portions of a property located on Block 488 Lot 114. This action would allow the City to create new waterfront public open space.

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[4] The CPC modifications remove the creation of the proposed CPC Chair Certification, as the LIC Special District is not located within the flight obstruction area.

PROPOSED ZONING MAP CHANGES

The Proposed Actions would change the zoning in an approximately 54-block area of Long Island City as discussed in detail below and shown in **Figure 1-8** and **Figure 1-9**.

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

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

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

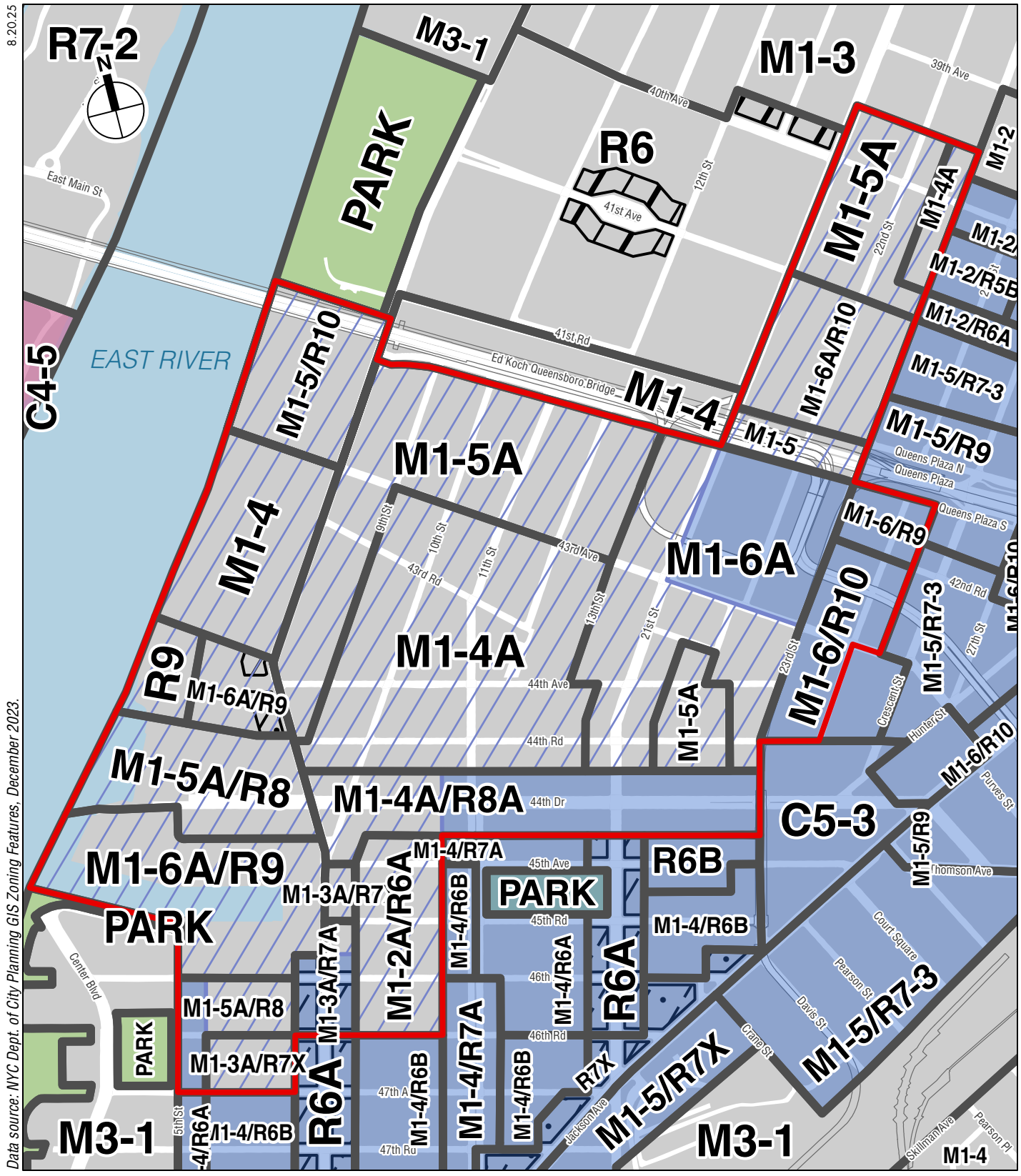
An M1-2A/R6A district is a mixed-use district that pairs an M1-2A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R6A district, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-2A/R6A districts permit a maximum residential FAR of 3.9, when mapped with inclusionary housing, and an FAR for community facility, commercial and industrial uses up to 3.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum base height of 65 feet, above which the building must be set back, and may rise to a maximum height of 95 feet, with a maximum of eight stories. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.

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

M1-3A/R7A districts are proposed for portions of four blocks:

- A portion of blocks between 46th Road to the south and 46th Avenue to the north, stretching approximately 100 feet from either side of Vernon Boulevard.
- A portion of a block between 46th Avenue to the south and 45th Road to the north at a depth of approximately 100 feet from the eastern side of Vernon Boulevard.
- A portion of a block at the northwestern corner of 46th Avenue and Vernon Boulevard at a depth of approximately 100 feet along 46th Avenue and approximately 75 feet along Vernon Boulevard.

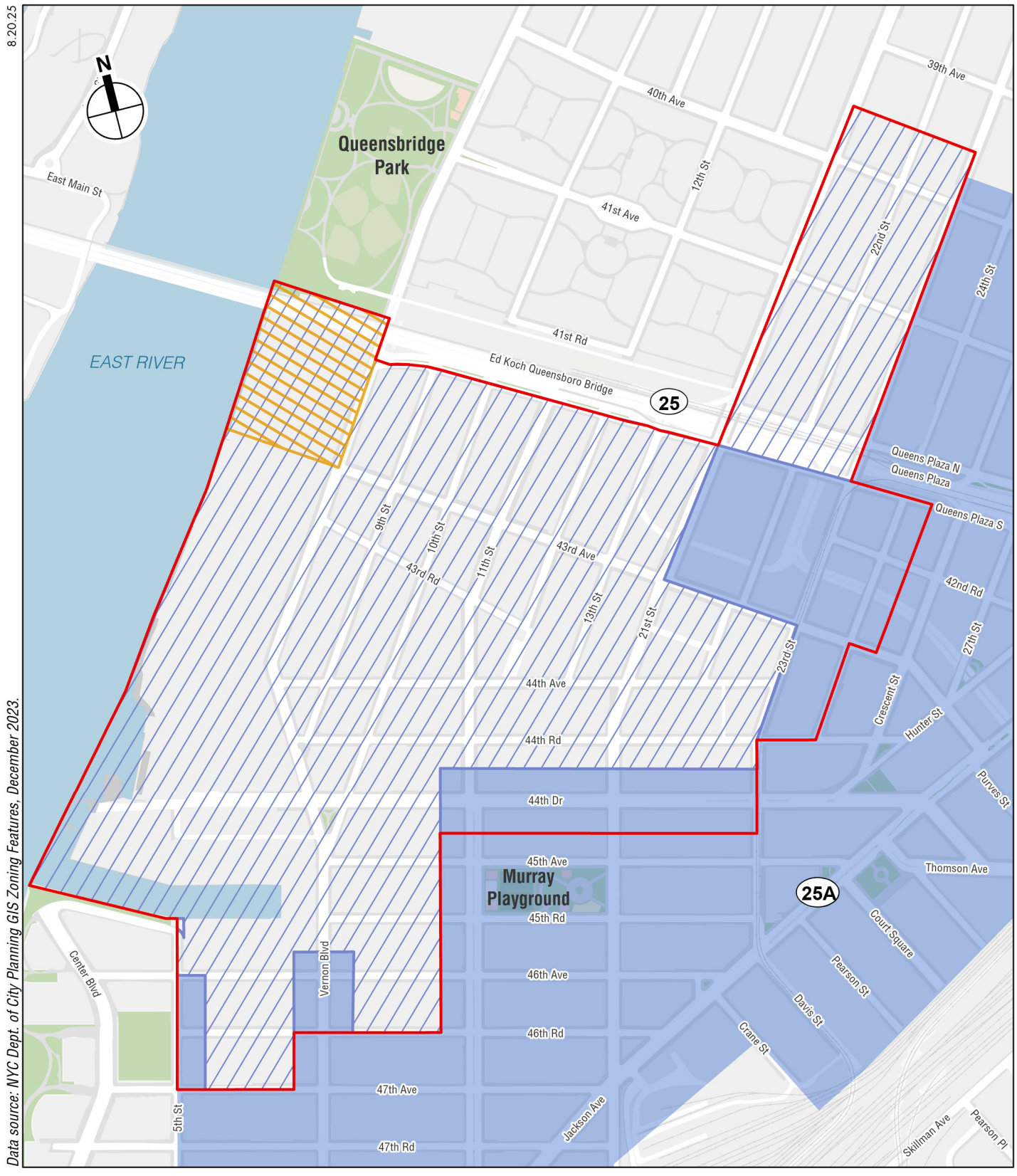
An M1-3A/R7A district is a mixed-use district that pairs an M1-3A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R7A district, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-3A/R7A districts permit a maximum residential FAR of 5.01, when mapped with inclusionary housing, and an FAR for community facility, commercial and industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum base height of 95 feet, above which the building must be set back, and may rise to a maximum height of 125 feet, with a maximum of 12 stories. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.



Proposed Zoning

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1-8



Proposed Mixed-Use Districts

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

M1-3A/R7X districts are proposed for approximately portions of two blocks:

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

An area between 47th Avenue to the south, 46th Road to the north, stretching approximately 400 feet midblock, between 5th Street to the west and Vernon Boulevard to the east. An M1-3A/R7X district is a mixed-use district that pairs an M1-3A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R7X district, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-3A/R7X districts permit a maximum residential FAR of 6.0, when mapped with inclusionary housing, an FAR for community facility uses and, commercial and industrial uses up to 4.0. Mixed-use buildings with residential and non-residential uses would be allowed a maximum base height of 105 feet, above which the building must be set back, and may rise to a maximum height of 145 feet, with a maximum of 14 stories. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.

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

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

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

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

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

M1-5A/R8 districts are proposed for portions of four blocks:

- Four lots west of Vernon Boulevard at Block 488, Lots 11 and 15 and Block 489, Lots 1 and 23.

- Portions of a block between 47th Avenue to the south and 46th Road to the north, along the western side of 5th Street at an approximately 100-foot depth.
- Portions of a block between 46th Road to the south and 46th Avenue to the north at an approximately 500-foot depth.
- A block bounded by 44th Drive to the north, 45th Avenue to the south, Vernon Boulevard to the east and 5th Avenue to the west.

An M1-5A/R8 district is a mixed-use district that pairs an M1-5A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R8 district, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-5A/R8 districts permit a maximum residential FAR of 7.2, when mapped with inclusionary housing, and FAR for community facility uses, commercial and industrial uses up to 6.5. Mixed-use buildings with residential and non-residential uses are permitted a maximum base height of 105 feet above which the building must be set back and may rise to a maximum height of 435 feet. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.

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

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

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

An M1-6/R9 district is a is a paired district within the D Area of the QP Subdistrict of the LIC Special District. The district pairs an M1-6 district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, a high-density residential district that allows residential uses and community facility uses. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. Paired, these districts permit a maximum residential FAR of 8.0, a maximum residential FAR of 9.6 for Qualifying Affordable Housing or Qualifying Senior Housing, community facility FAR of 10.0, and a commercial and manufacturing FAR of 15.0. These districts permit a maximum base height of 150 feet. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets. The district has a height limit of 285 feet and no height limit within Area D of the QP Subdistrict of the LIC Special District.

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

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

- Portions of a block between Anable Basin to the north, 46th Avenue to the south, 5th Street to the west and a line approximately 100 feet west of Vernon Boulevard.
- Portions of a block west of Vernon Boulevard between 45th Avenue to the north and a point approximately 75 feet north of 46th Avenue.

- One lot south of 44th Drive, north of Anable Basin and west of Vernon Boulevard at Block 25, Lot 15.
- Portions of two lots west of Vernon Boulevard along either side of the unbuilt 44th Avenue at an approximately 100-foot depth.

An M1-6A/R9 district is a mixed-use district that pairs an M1-6A district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-6A/R9 districts permit a maximum residential FAR of 9.02, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 8.0 and an FAR for community facility uses up to 10.0. Mixed-use buildings with residential and non-residential uses would be permitted a maximum base height of 135 feet and would not have a maximum building height on waterfront blocks. Along wide streets a building setback of 10 feet is required and a setback of 15 feet is required on narrow streets.

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

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

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

An M1-6/R10 district is a paired district within the A-2 Area of the QP Subdistrict of the LIC Special District. The district pairs an M1-6 district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R10 district, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. Under the LIC Special District, M1-6/R10 districts permit a maximum residential FAR of 12.0, when Mandatory Inclusionary Housing is mapped, and a community facility, commercial and industrial FAR of 12. This district permits a maximum building base height of 155 feet after which a building setback of 10 feet on wide streets, and 15 feet on narrow streets is required. The district has a height limit of 355 feet.

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

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

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

An M1-6A/R10 district is a paired district that pairs an M1-6A district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R10 district, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-6A/R10 districts permit a maximum residential FAR of 12.0, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 8.0 and a FAR for community facility uses up to 10.0. Mixed-use buildings with residential and non-

residential uses would be allowed a maximum base height of 155 feet after which a building setback of 10 feet on wide streets, and 15 feet on narrow streets is required. The district has a height limit of 355 feet.

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

M1-4A districts are proposed for approximately 15 blocks:

- An area between Vernon Boulevard to the west, a point approximately 100 feet west of 21st street to the east and the midblock between 44th Road and 44th Drive.
- An area bounded by a point approximately 225 feet north of 40th Avenue to the north, 23rd Street to the east, a point approximately 100 feet north of 41st Avenue to the south and the midblock between 22nd and 23rd Streets to the west.
- An area bounded by 43rd Avenue to the north, 9th Street to the west, 44th Avenue to the south and 13th Street to the east.
- An area bounded by 44th Avenue to the north, 9th street to the east, 44th Road to the south, and a point approximately 100 feet from 21st Street to the east.

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

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

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

- An area between 44th Road to the south, Queens Plaza South to the north, Vernon Boulevard to the west and 9th Street to the east.
- An area between Queens Plaza South,9th Street to the west,13th Street to the east and 43rd Avenue to the south.
- An area between 21st Street to the west, 22nd Street to the east, 41st Avenue to the south and a point approximately 225 feet north of 40th Avenue.
- A portion of a block facing south along 41st Avenue between 22nd Street to the west and 23rd Street to the east at a 100-foot depth.
- A portion of blocks at a 100-foot depth from 22nd Street between 41st Avenue and approximately 225 feet to the north of 40th Avenue.
- An area bounded by 44th Avenue to the north, a point approximately 100 feet east of 21st Street to the west, a point approximately 100 feet west of 23rd Street to the east and the midblock between 44th Avenue and 44th Drive to the south.
- A portion of a block between 22nd Street to the east, a point approximately 100 feet from 21st Street, 44th Avenue to the south and a point approximately 150 feet from 44th Avenue to the north.

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

PROPOSED M1-6A (EXISTING M1-5 AND M1-4)

M1-6A districts are proposed for approximately 10 blocks:

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

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

PROPOSED MODIFICATION TO NORTHERN HUNTER POINT WATERFRONT ACCESS PLAN

The Northern Hunters Point WAP would be modified for the waterfront blocks within the Project Area. The proposed modified WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Basin from surrounding neighborhoods and to address the configuration of and varied conditions along the Basin and the East River waterfront. The WAP would also modify requirements and standards for public access to expand the

neighborhood's public space amenities, facilitate vibrant public spaces, improve coastal resiliency and local ecology, and address the unique character of Anable Basin. Additionally, to address implementation constraints of large parcels, the WAP would enable sequencing of complex multi-phased developments.

PROPOSED ZONING TEXT AMENDMENTS

DCP proposes 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:

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 MIH Areas (see **Figure 1-10**).

Mapping these districts as 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 percent to 30 percent of residential floor area to be made permanently affordable within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH Areas. The program requires permanently affordable housing set-asides for all developments over 10 units or 12,500 zsf 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 three primary options that pair affordable housing percentages with different affordability levels to reach a range of low and moderate incomes. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of AMI. Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be affordable to households with an average income of 80 percent of AMI. 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. The City Council and CPC could apply an additional Option 4, known as the "Workforce" option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding.

SPECIAL LONG ISLAND CITY MIXED-USE DISTRICT (LIC)

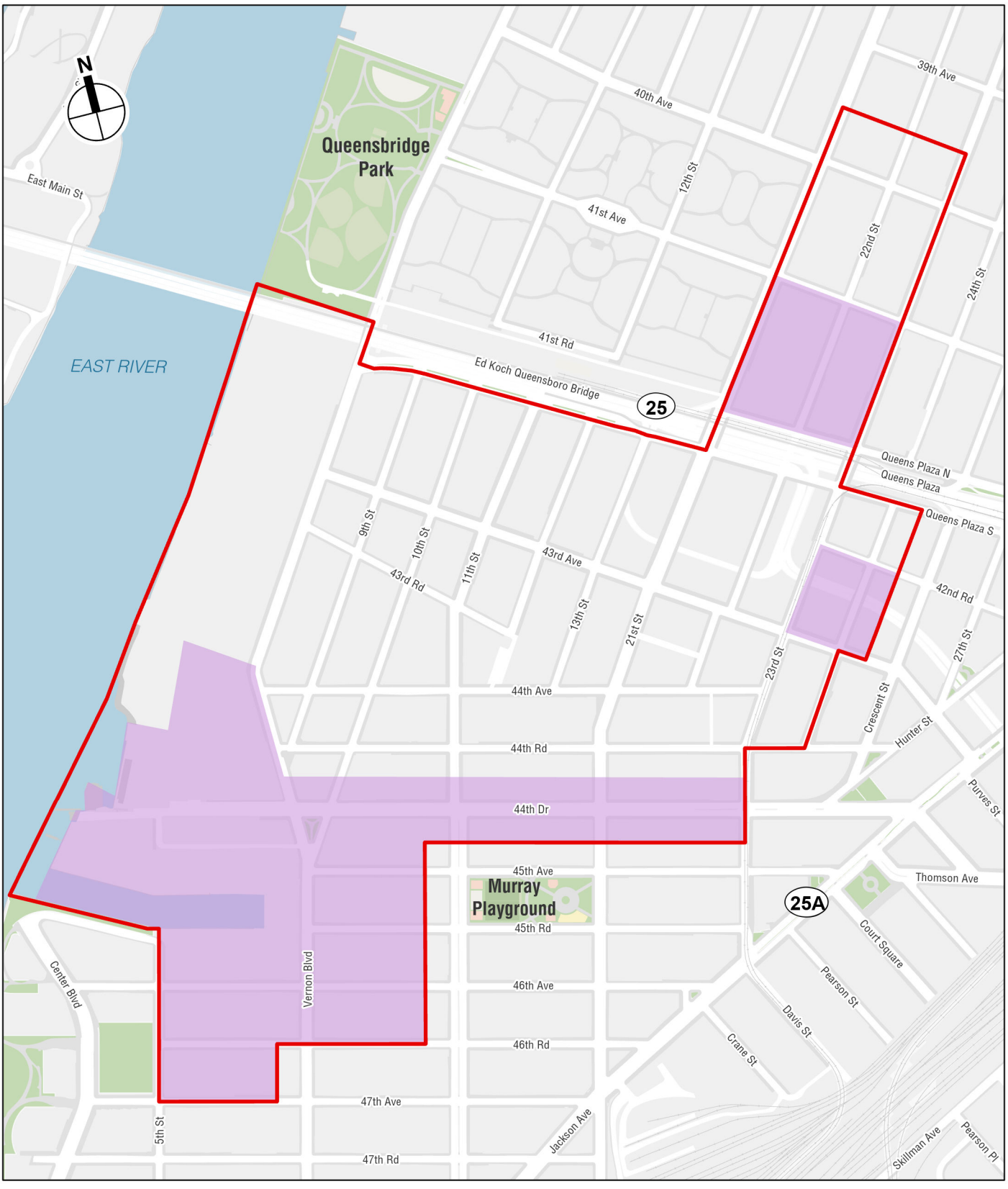
The existing boundaries of the LIC Special District would be modified to cover the Project Area's paired districts as well as its manufacturing districts.

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

Bulk Regulations

Table 1-1 shows the maximum permitted residential FARs that would be modified in the M1-6A/R9 zoning district within MIH Areas.

8.20.25



Primary Study Area (Project Area)

Mandatory Inclusionary Housing Area

0 1,000 FEET

Mandatory Inclusionary Housing

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1-10

Table 1-1
Existing and Proposed Residential FAR

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

Table 1-2 shows the maximum permitted community facility FARs that would be modified within the waterfront subdistrict in the M1-3A/R7X, M1-5A/R8, and M1-6A/R9 zoning districts to match the paired Manufacturing district.

Table 1-2
Existing and Proposed Community Facility FAR

Zoning District	Standard Community Facility FAR	Proposed Community Facility FAR
M1-3A/R7X	5	4
M1-5A/R8	6.5	4
M1-6A/R9	10	8*
Note: *Where residential FAR is modified to 8.4		

Table 1-3 shows the zoning districts within which the maximum permitted residential, community facility, commercial and manufacturing FAR would be modified to follow floor area regulations applicable in the QP Subdistrict of the LIC Special District.

Table 1-3
Existing and Proposed FAR

	Underlying Floor Area Regulations				Proposed Floor Area Regulations			
Zoning District	Max Residential FAR	Max Community Facility FAR	Max Commercial FAR	Max Manufacturing FAR	Max Residential FAR	Max Community Facility FAR	Max Commercial FAR	Max Manufacturing FAR
M1-6/R9	9.02	10.0	10.0	10.0	9.6*	10	15*	15*
M1-6/R10	12.0	10.0	10.0	10.0	12.0	12.0**	12.0**	12.0**
Notes: *Follows subarea D of the Queens Plaza Subdistrict **Follows subarea A-2 of the Queens Plaza Subdistrict								

Table 1-4 shows the zoning districts where the maximum permitted base and building height would be modified.

Table 1-4
Existing and Proposed Maximum Base and Building Heights

Zoning District	Underlying Maximum Base Height	Proposed Maximum Base Height	Underlying Maximum Building Height	Proposed Maximum Building Height
M1-6A/R10	155’	155’	355’	750’*
M1-6/R10	150’* or 155’	155’	355’ or N/A**	N/A**
M1-6/R9	135’ or 150’***	155’	285’ or N/A***	N/A***
Notes: * Applicable to zoning lots located north of Queens Plaza North, in other areas no height limit applies **Follows Subarea A-2 of the Queens Plaza Subdistrict ***Follows Subarea D of the Queens Plaza Subdistrict				

Waterfront Bulk Controls

Along the waterfront, bulk regulations would be revised to create a zoning envelope that is appropriate for the specific conditions along Long Island City's waterfront. Maximum base heights for buildings within the waterfront subdistrict would be modified for an enhanced pedestrian experience and to respond to the unique context of Anable Basin and the surrounding street network. A modified transition zone between base and tower would be established so that bulk can be distributed in a way that breaks up the vertical plane of a tower, while maintaining visual corridors to the waterfront and open views of the sky. New tower regulations would be introduced to facilitate architectural variety and a dynamic skyline, in addition to regulations that control the spacing, location, and orientation of towers. The over-arching goal is to create a building form that relates to the waterfront and establishes a distinct waterfront community. As shown in **Table 1-5**, base heights, transition zone heights, and overall heights of districts mapped within the waterfront area would be modified under the LIC Special District.

Table 1-5
Existing and Proposed Waterfront Bulk Controls

	Underlying Bulk Controls				Proposed Bulk Controls		
Zoning District	Max Base Height (ft)	Max Transition Height Tier 1 (ft)	Max Transition Height Tier 2 (ft)	Maximum Building Height	Maximum Base Height	Maximum Transition Height	Maximum Building Height
M1-5A/R8	105*	145	215	435	85-125**	300	435***
M1-6A/R9	135*	185	285	N/A	85-125**	300	N/A

Notes:
* When developed within 50 feet of the shoreline, a building may rise to a maximum base height of 85 feet.
** A variety of base heights would be applied throughout the waterfront subdistrict to respond to the unique context of Anable Basin and surrounding street network.
*** Excluding underlying penthouse provisions. For sites that qualify as waterfront lots no maximum building height apply.

Waterfront Open Space Bonus

The LIC Special District would create an open space bonus to generate open spaces large enough to accommodate defined community needs, such as active recreation. The bonus would apply to M1-6A/R9 districts mapped on waterfront lots. Should lots within these districts provide additional open space, they will be able to reach a maximum residential FAR of 9.02 where MIH is mapped.

Additional Provisions

In order to create opportunities for publicly accessible open space near the core, the LIC Special District would include a CPC authorization to allow developments within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas.

The underlying public plaza program (ZR 37-70) allows bonuses at the densities, but not in the zoning districts, which would be mapped under the Proposed Actions. With approval of the authorization, the typical 20 percent maximum bonus would apply; for every square foot of public plaza provided, the development could include an additional

four square feet of floor area in M1-6/R9 zoning districts, and six square feet of floor area in M1-6/R10 and M1-6A/R10 districts.

The authorization would be available for zoning lots greater than 25,000 square feet and would allow modification of street wall and maximum height requirements to accommodate the plaza and bonus floor area. In addition, the authorization would allow modifications to the plaza design requirements to encourage spaces that reflect the mixed-use character of the area.

Streetscape and Urban Design Regulations

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

Community Facility Floor Area Waiver

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

~~*Height Restrictions*~~

~~In lieu of the Board of Standards and Appeals (BSA) special permit described in ZR 73-66 for the approval of modifications to height restrictions, a CPC chair certification would be created for sites, without a maximum height limit, within the LIC Special District following verification that such modifications would not pose a hazard to air navigation.~~[5]

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, M1-5A/R8, M1-6A/R9 and M1-6A/R10.

DESIGNATION OF AN URBAN DEVELOPMENT ACTION AREA, APPROVAL OF AN URBAN DEVELOPMENT ACTION AREA PROJECT, AND DISPOSITION OF CITY-OWNED PROPERTIES

The Proposed Actions include the designation of a UDAA, project approval of an UDAAP and disposition of City-owned sites under HPD jurisdiction. HPD seeks to designate an UDAAP for the purpose of disposition and development of income-restricted housing on portions of Block 24, Lot 7.

The lot is approximately 42,500 square feet City-owned property. The lot is bounded by 44th Drive to the north, 5th Street to the west, 45th Avenue to the south and Vernon Boulevard

[5] The CPC modifications remove the creation of the proposed CPC Chair Certification, as the LIC Special District is not located within the flight obstruction area.

to the south. The lot is currently zoned M1-4. Under the Proposed Actions, this lot would be rezoned to M1-5A/R8 in an MIH Area, within the proposed LIC Special District boundary.

PROPOSED CHANGES TO THE CITY MAP

The Proposed Actions include changes to the City Map to:

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

The proposed changes to the City Map are intended to rationalize the street network and enhance circulation along the waterfront. The City Map amendments would support the redevelopment of City-owned land for a mix of uses, including significant amounts of affordable housing along with community facility, commercial, light manufacturing, open space, or other uses allowed under the proposed zoning. The proposed mapping actions on Blocks 488 and 489 would reconnect the area to the street grid and surrounding communities and support the redevelopment and remediation of large, vacant and underutilized sites. The proposed street widening would enhance circulation and access to light and air on adjacent lots (see **Figure 1-11**).

PROPOSED DISPOSITION OF CITY-OWNED PROPERTY

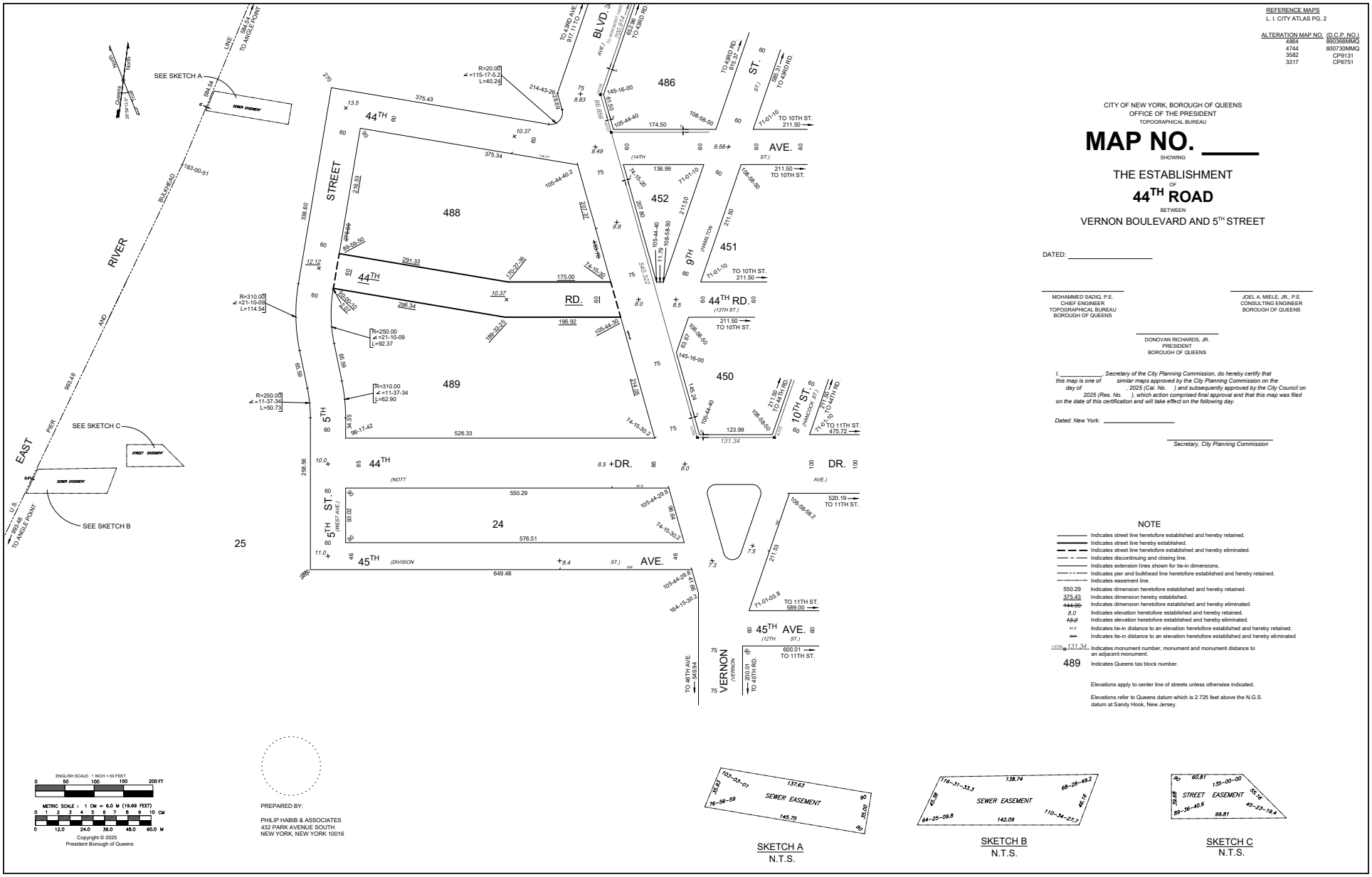
The Proposed Actions include the disposition of City-owned property under the jurisdiction of DOE and SBS in an area generally bounded by 44th Drive to the south, Vernon Boulevard to the east, the East River to the west and a point approximately 300 feet north of 44th Drive. This action would allow for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

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

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

COMBINATION ACQUISITION AND SITE SELECTION OF PROPERTY BY THE CITY

The Proposed Actions include the acquisition and site selection of an easement by the City on waterfront portions of a property located on Block 488, Lot 114. This action would allow the City to create new waterfront public open space.



Proposed Changes to the City Map

WATERFRONT REVITALIZATION PROGRAM (WRP)

Portions of the Project Area are within the coastal zone and would therefore be reviewed by CPC, in its capacity as the City Coastal Commission, to determine whether the Proposed Actions are consistent with WRP policies.

G. ANALYSIS FRAMEWORK

REASONABLE WORST CASE DEVELOPMENT SCENARIO

In order to assess the possible impacts of the Proposed Actions, an RWCDS was developed for the future absent the Proposed Actions (No Action condition) and the With Action condition for a 10-year period (analysis year 2035). The incremental difference between the With Action and No Action conditions will serve as the basis for the impact analyses of the Environmental Impact Statement (EIS).

To determine the future conditions with and without the Proposed Actions, 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 determined for sites in the proposed mixed-use districts and for sites in districts that would only permit manufacturing uses under the With Action condition.

Development sites were initially identified based on the following criteria where mixed-use districts are proposed:

- Lots utilizing less than half of the permitted 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 square feet 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 are proposed.

- Lots utilizing less than half of the permitted 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 square feet 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 re-location 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

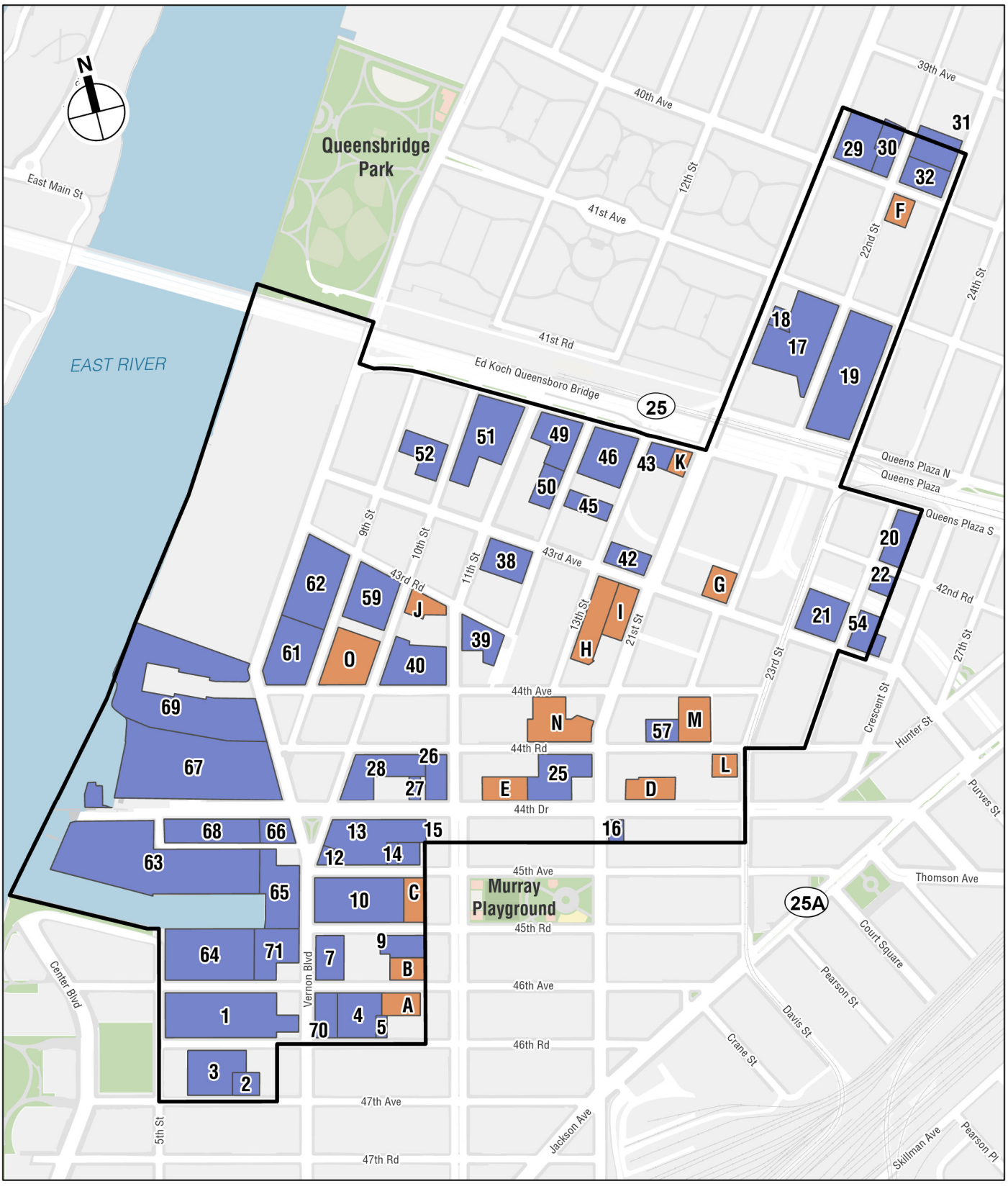
To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the 10-year analysis period for 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, 67 development sites (52 projected development sites and 15 potential development sites) have been identified in the rezoning area. These projected and potential development sites are depicted in **Figure 1-12** and summarized in **Table 1-6.** Detailed tables are in **Appendix A**.

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.

8.20.25



Project Area

Potential Development Site

Projected Development Site

0 1,000 FEET

Development Sites

LONG ISLAND CITY NEIGHBORHOOD PLAN

Figure 1-12

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 floor area by 850 and rounding to the nearest whole number. In specific cases, average dwelling unit sizes of 915 square feet were assumed to reflect more reasonable development assumptions for sites along the waterfront.

NO ACTION CONDITION

In the No Action condition, 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 1-6** shows the No Action condition for the projected development sites.

As shown in **Table 1-6**, it is anticipated that in the No Action condition, there would be a total of approximately 5,874,568 square feet of built floor area on the 52 projected development sites. Under the RWCDS, the total No Action development would comprise approximately 2,311 residential units, 341,300 square feet of retail, restaurant and grocery store uses, 1,808,364 square feet of office space and 1,724,635 square feet of industrial space. The No Action estimated population would include approximately 5,315 residents and 9,415 workers on the projected development sites.

- In the No Action condition, new housing growth would likely be limited to where residential development is currently permitted within the LIC Special 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 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 past decades without an updated land use framework to provide development incentives and flexibility.

WITH ACTION CONDITION

The With Action condition would allow for the development of new uses and higher densities at the projected and potential development sites. 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 WAP would expand the open space network along the waterfront with the potential to connect Queensbridge Park to the north with Gantry Plaza 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 1-6**, under the RWCDS, the total development expected to occur on the 52 projected development sites under the With Action condition would consist of approximately 16,697,150 square feet of residential floor area (approximately 17,010 DUs), 20 to 30 percent of which are expected to be affordable pursuant to MIH, 5,630,584 square feet of commercial uses, 930,150 square feet of industrial uses, and 291,784 square feet of community facility uses. The With Action estimated population would include approximately 39,123 residents and 23,516 workers on these projected development sites. The projected incremental (net) change between the With Action and No Action conditions that would result from the Proposed Actions would be an increase of 14,436,817 square feet of residential floor area, 3,427,450 square feet of commercial space, 291,784 square feet of community facility space, and a net decrease of 794,485 square feet of industrial on the projected development sites.

H. PUBLIC REVIEW PROCESS

The Proposed Actions described above are subject to public review under ULURP, Section 200 of the City Charter, as well as CEQR procedures. The ULURP and CEQR review processes are described below.

UNIFORM LAND USE REVIEW PROCEDURE

The City's ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process especially designed to allow public review of a proposed project at four levels: the Community Board, the Borough President and (if applicable) Borough Board, CPC, and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

Table 1-6
2035 RWCDS No Action and With Action Land Uses

Land Use	No Action Condition	With Action Condition	Increment
Residential			
Total Residential DUs	2,311	17,010	14,699
Affordable DUs @ 20%	0	3,245	3,245
Affordable DUs @25%	0	4,058	4,058
Affordable DUs @ 30%	0	4,867	4,867
Commercial			
Local Retail SF	341,300	911,053	569,753
Life Science SF	0	345,707	345,707
Office SF	1,808,364	4,373,824	2,565,460
Other Commercial SF	53,470	0	-53,470
Total Commercial SF	2,203,134	5,630,584	3,427,450
Community Facility			
Community Facility SF	0	291,784	291,784
Total Community Facility SF	0	291,784	291,784
Industrial/Auto-Related			
Warehouse SF	821,932	0	-821,932
Auto-Related SF	14,936	0	-14,936
Manufacturing SF	887,767	930,150	42,383
Total Industrial SF	1,724,635	930,150	-794,485
Population[1, 2]			
Residents	5,315	39,123	33,808
Workers	9,415	23,516	14,401

Notes: SF/sf = square feet
[1] Assumes 2.30 persons per DU for residential units in Queens Community Districts 1 and 2. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 333 sf of local retail; 1 employee per 25 DU; 1 employee per 3 hotel rooms; 1 employee per 1,000 sf of industrial; 1 employee per 15,000 sf of warehouse uses; 1 employee per 450 sf of medical office space; 1 employee per 1,000 sf of other community facility space; and 1 employee per 50 parking spaces.
[2] A conservative estimate of 1 employee per 500 sf is used for other commercial.

The ULURP process begins with a certification by CPC that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to the Community Board (in this case, Queens Community Boards 1 and 2), which have 60 days to review and discuss the proposal, hold public hearings, and adopt recommendations regarding the application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the Draft EIS (DEIS) public hearing (the record for commenting remains open for 10 days after the hearing to receive written comments) are incorporated into a Final EIS (FEIS); the FEIS must be completed at least 10 days before CPC makes its decision on the application. CPC may approve, approve with modifications, or deny the application.

If the ULURP application is approved, or approved with modifications, it moves to the City Council for review. The City Council does not automatically review all ULURP actions that are approved by CPC. Zoning map changes and zoning text changes (not subject to ULURP) nevertheless must be reviewed by the City Council; the Council may elect to review certain other actions. The City Council, through the Land Use Committee, has 50

days to review the application and, during this time, will hold a public hearing on the proposed project. The Council may approve, approve with modifications, or deny the application. If the Council proposes a modification to the proposed project, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if it is not, then the Council may only vote on the project as approved by CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override a Mayoral veto within 10 days.

The review of a zoning text amendment pursuant to Section 200 of the City Charter follows the same time clock as described above when coupled with a ULURP application, and is subject to the same procedures governing CPC, City Council, and Mayoral actions.

NEW YORK CITY ENVIRONMENTAL QUALITY REVIEW

Pursuant to SEQRA and its implementing regulations found at 6 NYCRR Part 617, New York City has established rules for its own environmental quality review in Executive Order 91 of 1977, as amended, and 62 RCNY Chapter 5, the Rules of Procedure for CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, to identify, and when practicable mitigate, significant adverse environmental effects. CEQR rules guide environmental review, as follows:

- **Establish a Lead Agency**. Under CEQR, the "lead agency" is the public entity responsible for conducting the environmental review. The lead agency is typically the entity principally responsible for carrying out, funding, or approving the proposed action. In accordance with CEQR rules (62 RCNY Section 5-03), DCP, acting as lead agency on behalf of CPC, assumed lead agency status for the Proposed Actions.
- **Determine Significance**. The lead agency's first charge is to determine whether the proposed action(s) may have a significant impact on the environment. To do so, DCP, in this case, evaluated an Environmental Assessment Statement (EAS) dated July 12, 2024 for the Proposed Actions. Based on the information contained in the EAS, DCP determined that the Proposed Actions may have a significant adverse impact on the environment, as defined by statute, and issued a Positive Declaration on July 12, 2024 requiring that an EIS be prepared in conformance with all applicable laws and regulations, including SEQRA, Mayoral Executive Order No. 91 of 1977, CEQR Rules of Procedure of 1991, as well as the relevant guidelines of the *CEQR Technical Manual*.
- **Scoping**. Once the lead agency issues a Positive Declaration, it must then issue a draft scope of work for the EIS. "Scoping," or creating the scope of work, is the process of establishing the type and extent of the environmental impact analyses to be studied in the EIS. The Draft Scope of Work was prepared in accordance with SEQRA, CEQR, and the *CEQR Technical Manual.* Along with a Positive Declaration, the Draft Scope of Work was issued on July 12, 2024. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held virtually on Monday, August 12, 2024, at 2:00 PM. The period for submitting written comments remained open until September 13, 2024. A Final Scope of Work was prepared,

taking into consideration comments received during the public comment period, to direct the content and preparation of the DEIS. DCP issued the Final Scope of Work on April 18, 2025.

Draft Environmental Impact Statement (DEIS). In accordance with the Final Scope of Work, a DEIS is prepared. The lead agency reviews all aspects of the document, calling on other City agencies to participate as appropriate. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion (NOC) and circulates the DEIS for public review. The NOC was issued April 18, 2025**.** When a DEIS is required, it must be deemed complete before the ULURP application can also be found complete.

- **Public Review**. Publication of the DEIS and issuance of the NO~~otice of Completion~~ signals the start of the public review period. During this period, which must extend for a minimum of 30 days, the public may review and comment on the DEIS either in writing or at a public hearing convened for the purpose of receiving such comments. As noted above, when the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings may be held jointly. CPC held a joint ULURP and CEQR public hearing on July 30, 2025 at 10am, which was accessible both in-person and remotely via the teleconferencing application Zoom to continue to allow for broad public participation. The lead agency ~~must~~ published a notice of the hearing in the *New York Daily News* and the *City Record* on July 15, 2025 and in the *Environmental Notice Bulletin* on July 16, 2025. ~~at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing.~~ Written comments on the DEIS were accepted through 5:00 pm on Monday, August 11, 2025. All substantive comments have become part of the CEQR record and are summarized and responded to in the Final Environmental Impact Statement.
- **Final Environmental Impact Statement (FEIS)**. After the close of the public comment period for the DEIS, the lead agency prepared~~prepares~~ the FEIS. The FEIS incorporated~~incorporates~~ relevant comments on the DEIS, in a separate chapter and in changes to the body of the text, graphics, and tables. Once the lead agency determines that the FEIS is complete, it ~~will issue~~issues a Notice of Completion and circulates the FEIS. DCP issued a NOC and circulated the FEIS on August 22, 2025.
- **Findings**. To document that the responsible public decision-makers have taken a hard look at the environmental consequences of a proposed action, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the potential for significant adverse environmental impacts of the proposed action, potential alternatives, and mitigation measures. No findings may be adopted until ten days after the Notice of Completion has been issued for the FEIS. Once each agency's findings are adopted, it may take its actions (or take "no action"). This means that CPC must wait at least 10 days after the FEIS is complete to take action on a given application. ✷