11th Street & 34th Avenue Rezoning
Queens Community District 1
December 28, 2020

1. INTRODUCTION

JPP 33rd Street LLC and Lily & John Realty Inc. (collectively the "Applicant") propose the following land use actions in the Northwest Ravenswood neighborhood of Astoria within Queens Community District 1:

1. a zoning map amendment to change the existing R5 zoning district mapped on Block 318, Lots 1, 9, 11, 15, and 22 (the "Project Area") to a Special Mixed Use ("MX") district pairing an R6A residential district with an M1-5 manufacturing district;

2. a zoning text amendment modifying Zoning Resolution ("ZR") Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 1, Queens to establish the Project Area as a Mandatory Inclusionary Housing ("MIH") Area; and

3. a zoning text amendment to ZR Article XII, Chapter 3 [Special Mixed Use District] to establish an M1-5/R6A (MX) district with a maximum base height of 75 feet and maximum building height of 95 feet in Northwest Ravenswood in Queens.

The proposed actions would facilitate the development of two development sites within the Project Area. Block 318, Lots 15 and 22 ("Development Site 1") would be developed with a new eight-story mixed-use building with approximately 204 dwelling units, including 61 permanently income-restricted housing units. The proposed development would provide new local retail, two trade schools, an artist studio, commercial office space, and a cellar level parking garage. Block 318, Lot 1 ("Development Site 2") would also be developed with a new eight-story mixed-use building. This building would have approximately 148 dwelling units, including 44 permanently income-restricted housing units, new local retail, a food distributor, community facility space, commercial office space, and a cellar level parking garage.

2. BACKGROUND

Northwest Ravenswood (generally bounded by Broadway, Vernon Boulevard, 36th Avenue, and 21st Street) was zoned R5 with the enactment of the 1961 Zoning Resolution. The R5 zoning district remains in-place today despite the prevalence of industrial uses and higher density residential buildings in the neighborhood. Industrial and manufacturing uses comprise about 45 percent of the Northwest Ravenswood lot area while one- and two-family buildings and multi-family walk-up buildings each represent 12 percent of lot area. In 2014, Queens Community Board 1 requested that the Department of City Planning ("DCP") initiate a study of Ravenswood to address these zoning concerns.

There have been two area-wide rezonings in Astoria. In 1989, the area to the north of Broadway was included in the West Astoria Rezoning (C 870580 ZMQ, effective September 14, 1989), initiated by DCP. The West Astoria Rezoning changed R5 and R6 zoning districts to R3-1, R4, R5, R6A, R6B, R7A, R7B and R7X zoning districts with C2-2 commercial overlays on Broadway, 21st Street and Astoria Boulevard. The rezoning was intended to reflect existing conditions in West Astoria, to prevent the construction of developments not consistent with the scale and character of the neighborhood, and to encourage new development in appropriate areas.

More recently, the Astoria Rezoning (C 100199 ZMQ, effective May 25, 2010), also initiated by DCP, rezoned all or portions of 238 blocks to the north of the Project Area. It was intended to protect neighborhood character from out-of-scale development, more closely reflect established development patterns, direct opportunities for moderate residential and commercial growth to locations along wide streets and transit resources and provide incentives for the production of affordable housing. The rezoning established an R7A zoning district with commercial overlays along Broadway directly north of the Project Area. An associated text amendment established the voluntary Inclusionary Housing Program in R7A and equivalent districts.

In addition, there have been two approvals for private rezoning applications near the Project Area. The recent Vernon Boulevard and Broadway Rezoning (C 190386 ZSQ and related actions, effective October 17, 2019) rezoned the existing R5 zoning district mapped on Block 315, Lot 1 northwest of the Project Area to R6B and R7X/C1-3 zoning districts and established an MIH Area. This was intended to facilitate a large-scale general development of three mixed-use, five-, nine-, and 14-story buildings with approximately 330 dwelling units, including 92 permanently income-restricted housing units under the MIH Program.

Several years earlier, a private application for the Vernon Boulevard Rezoning (C 020087 ZMQ, effective July 19, 2006) changed three nearby waterfront lots from an R5 to an R7-1 zoning district to facilitate residential development, and a portion of one waterfront lot from an R5 to an M1-1 zoning district to reflect the existing land use. It was intended to facilitate the development of two 19-story (175-foot tall) residential towers on a portion of the R7-1 rezoning area with 350 dwelling units and approximately 20,000 square feet of ground floor community facility space. An associated waterfront certification (N 020610 ZCQ) facilitated the creation of an approximately 13,000 square foot public waterfront esplanade.

3. DESCRIPTION OF THE SURROUNDING AREA

The Project Area is located in the Borough of Queens in Community District 1 within the Northwest Ravenswood neighborhood. The surrounding area is a mix of residential, commercial, light industrial, community facility, park, and vacant/parking uses. Zoning districts within the surrounding area, discussed below, include R5, R7A, R7A/C2-3, R7A/C1-3, R7X/C1-3, R6B, and R6. The prevailing built form in the surrounding area varies by use. There are new eight-story multi-family residential developments to the north of the Project Area on Broadway. Residential use south of Broadway is mostly older housing stock and includes one- to two-story residential buildings and multi-family walkup apartment buildings. Commercial and industrial buildings are generally low-scale high lot coverage warehouse/garage buildings.

The surrounding area generally south of Broadway is primarily within an R5 zoning district. Despite the R5 zoning designation, the area directly south of Broadway is predominately developed with non-conforming industrial and commercial uses in low-rise buildings with high lot coverage. Immediately north of the Project Area, Block 317 is improved with a one-story warehouse building occupied by the Catholic Medical Mission Board's distribution center, and one-story garages occupied by automobile repair uses. Farther to the north, Block 316 is improved with one-story buildings occupied by automobile related businesses and an artist studio.

To the north of the Project Area in the R7A/C2-3 zoning district mapped on the northern side of Broadway are several new eight-story multi-family elevator residential buildings interspersed with one-story commercial and industrial buildings and surface parking lots.

To the northwest of the Project Area, also south of Broadway, is the site of the recently approved Vernon Boulevard and Broadway Rezoning on Block 315, which is now zoned R7X/C1-3 on the northern portion of the block and R6B within 100 feet of 33rd Road. It is currently improved with a one-story garage/warehouse building. Most of the site is open area used for parking and storage, which are non-conforming uses in the R5 zoning district. Farther northwest across Vernon Boulevard on Block 313 is a Costco Wholesale store and its accessory surface parking lot and waterfront esplanade (N 970073 ZCQ) is located on an approximately 356,500 square foot lot. To the northeast of the Project Area on Block 529 is the Long Island City High School (Q450).

To the east of the Project Area, Block 522 is improved with one-story industrial buildings and surface parking. Farther to the east of the Project Area on Block 521, which is located within the R6 zoning district, is the Estates at Hallet's Cove. It was developed in conjunction with the New York City Housing Partnership and consists of 107 three-story two-family attached residences. The North Queensview Homes cooperative with 21 14- and 15-story residential buildings is also within the R6 district on Block 528.

To the west of the Project Area on Block 319 are a mix of industrial uses, including steel fabricating and stone businesses on the northern portion of the block, and two- to four-story residential buildings. Blocks 320 and 321 have a similar mix of industrial uses and two- to four-story residential buildings.

The area to the south and southwest of the Project Area has a mix of low-rise industrial and residential uses. To the southeast of the Project Area on Block 523 is the northwestern portion of the New York City Housing Authority Ravenswood Houses. Ravenswood Houses consists of 31 six- and seven-story buildings on a 38.29-acre site bounded by 34th Avenue to the north, 12th Street to the east, 24th Street to the west, and 36th Avenue to the south.

There are several community facility uses in the surrounding area. The Isamu Noguchi Foundation and Museum (the "Noguchi Museum") is located to the northwest of the Project Area on the triangular Block 314 between 10th Street, 33rd Road, and Vernon Boulevard. Long Island City High School (Q450) is located northeast of the Project Area on Block 529 on an approximately 230,999 square foot lot between 12th and 21st Streets, Broadway, and 33rd Avenue. Phoenix House, a drug rehabilitation center, is located southwest of the Project Area on Vernon Boulevard just south of 34th Avenue on Block 323.

There are two large parks in the surrounding area owned and operated by the Department of Parks and Recreation. The 4.89-acre Socrates Sculpture Park is located northwest of the Project Area on Vernon Boulevard between Broadway and 30th Drive. Rainey Park, an 8.09-acre park, is located to the west of the Project Area between Vernon Boulevard and the East River between 33rd Road and 34th Avenue.

The surrounding area is well served by public transit. Bus lines in close proximity to the Project Area include the Q104 (Sunnyside/Ravenswood) running along Broadway that stops at the Project Area, the Q103 (Astoria/Hunters Point) running along Vernon Boulevard that stops at Broadway, and the Q69 (Long Island City/Jackson Heights) running along 21st Street that stops at Broadway. The Broadway subway station, with access to the N and W lines, is located approximately 3/4-mile east of the Project Area at Broadway and 31st Street. The 21st Street-Queensbridge subway station serving the F line is located approximately one-mile south of the Project Area. The Astoria stop of the NYC Ferry is approximately 1/2-mile north of the Project Area. The ferry route includes stops at Roosevelt Island, Long Island City Gantry Plaza, East 34th Street, and Wall Street. Three CitiBike stations are located within two blocks of the Project Area, including 34th Avenue and 13th Street to the south, Broadway and 12th Street to the north, and Vernon Boulevard and 10th Street to the northwest.

The surrounding area, including the Project Area, is within the Transit Zone, where special lower accessory parking requirements apply for various types of affordable housing including income-restricted housing units. Areas within the Transit Zone are generally within one-half mile of a subway station and have the lowest automobile ownership rates in the City.

The surrounding area is within the Coastal Zone and subject to the New York City Waterfront Revitalization Program.

The Project Area is mapped with a large R5 zoning district that extends generally from Vernon Boulevard to 38th Street between Broadway and 37th Avenue. R5 zoning districts permit a variety of housing types with a residential FAR of 1.25 and maximum lot coverage of 55 percent. The maximum street wall height of a new building is 30 feet and the maximum building height is 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building. In addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Off-street parking is required for 85 percent of the dwelling units in the building. For blocks entirely within R5 districts, the regulations for predominately built up areas may be applied to permit a maximum residential FAR of 1.65.

The R7A zoning district is mapped to the north of the Project Area across Broadway generally between Vernon Boulevard and 21st Street. An Inclusionary Housing Designated Area is mapped within a portion of the R7A district generally along Vernon Boulevard north of Broadway and west of 21st Street. R7A is a contextual district that allows for new medium-density residential development and community facilities. R7A districts allow for residential development with an FAR of 4.0, and up to 4.6 FAR in Inclusionary Housing Designated Areas and MIH Areas. Community facility uses have a maximum FAR of 4.0. The building form requires a street wall of 40 to 75 feet, a setback above the maximum base height, and a maximum building height of up to 95 feet for Inclusionary Housing buildings with a qualifying ground floor. New residences are required to provide off-street parking for 50 percent of the dwelling units, with an exemption for income-restricted units within the Transit Zone.

The R7X zoning district is mapped to the north of the Project Area and 33rd Road, along Vernon Boulevard. R7X is also a contextual zoning district that permits a maximum FAR for residential use of 6.0 with the provision of Inclusionary Housing and a maximum community facility FAR of 5.0. The maximum permitted base height in the R7X zoning district is 105 feet before a setback is required. The maximum building height is 145 feet (14-stories) with a qualifying ground floor. The required setback distance above the maximum base height is 10 feet for wide streets and 15 feet for narrow streets. Parking is required for 50 percent of the non-income-restricted dwelling units.

There are C1-3 and C2-3 commercial overlays mapped to the north of the Project Area along Vernon Boulevard and Broadway. When mapped in R7A and R7X zoning districts, C1 and C2 commercial overlays allow a maximum commercial FAR of 2.0. In mixed buildings, commercial uses are limited to one floor and must always be located below residential use. C1 districts permit Use Group 6 commercial uses and C2 districts allow a wider range of service uses in addition to Use Group 6, including uses in Use Groups 7, 8, 9, and 14. Off-street parking requirements vary by use and are generally calculated based on the amount of floor area. Within C1-3 districts, the parking requirement for general retail and service uses is one accessory off-street parking space per 400 square feet of commercial floor area. Within C2-3 districts, the parking requirement for general retail and service uses is one accessory off-street parking space per 400 square feet of commercial floor area.

To the north of the Project Area, there is an R6B zoning district mapped along 33rd Road between 10th Street and 11th Street. R6B contextual zoning districts permit residential uses with a maximum FAR of 2.2 with the provision of Inclusionary Housing. The minimum street wall height is 30 feet, the maximum street wall height is 45 feet, and the maximum building height is 55 feet. Above the base height, a setback with a depth of at least 10 feet is required from any street wall fronting on a wide street, and at least 15 feet on a narrow street. Parking is required for 50 percent of the non-income-restricted dwelling units.

Lastly, an R6 zoning district is mapped to the east of the Project Area generally between Broadway and 34th Avenue. R6 districts allow all housing types at a maximum FAR of up to 2.43 and a maximum FAR of up to 4.8 for buildings containing certain community facility uses. R6 is a height factor district where residential and community facility uses are permitted with no fixed height limits. Building envelopes are regulated by a sky exposure plane and open space ratio after a maximum base height of 60 feet. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used.

4. DESCRIPTION OF THE PROPOSED PROJECT AREA

The proposed Project Area comprises Block 318 in its entirety, consisting of five contiguous tax lots, Lots 1, 9, 11, 15, and 22. The Project Area is approximately 109,145 square feet. The Project Area has approximately 591 feet of frontage on 12th Street, approximately 185 feet of frontage on 33rd Road, approximately 551 feet of frontage on 11th Street, and approximately 183 feet of frontage on 34th Avenue. 34th Avenue and 11th Street are wide streets. 33rd Road and 12th Street are narrow streets.

The Project Area includes the two development sites described below and two non-Applicant controlled sites, Block 318, Lots 9 and 11. Lot 9 is improved with a two-story, two-family apartment building and a detached garage. Lot 11 is improved with a one-story building occupied by auto-repair uses with frontage on 11th Street.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT SITES

Development Site 1 consists of Block 318, Lot 15 and Lot 22 on the northern portion of the block, which will be merged into a single zoning lot. Development Site 1 is an approximately 57,138 square foot corner and through lot with frontage on 33rd Road, 11th Street, and 12th Street. Lot 15 is improved with an approximately 27,950 square foot (0.94 FAR) one-story warehouse building with food production, storage, and packaging uses. Lot 22 is improved with an

approximately 27,225 square foot (0.92 FAR) one-story building occupied by food distribution and office uses.

Development Site 2 consists of Block 318, Lot 1 on the majority of the southern portion of the block. Development Site 2 is an approximately 41,527 square foot corner, through and interior lot. It is improved with three buildings with a total of approximately 39,500 square feet (0.95 FAR). There is a three-story, 49-foot tall building along 12th Street, a one-story warehouse building at the midblock along 12th Street, and a one-story warehouse building along 34th Avenue. The buildings are occupied by auto-repair and office uses. Lot 1 also contains two unenclosed parking areas.

6. DESCRIPTION OF THE PROPOSED DEVELOPMENTS

Development Site 1

The proposed development on Development Site 1 is a new eight-story mixed residential and commercial building with approximately 204 dwelling units. The proposed development contains approximately 284,332 square feet of floor area (4.98 FAR), including approximately 194,873 square feet of residential floor area and approximately 89,459 square feet of commercial floor area. Approximately 61 permanently income-restricted units (30 percent) would be provided at an average of 80 percent of the Area Median Income ("AMI") under MIH Option 2.

The proposed development wraps the northern portion of Block 318, maintaining a continuous street wall on each frontage with active first floor uses to enhance the streetscape. An open court above the first floor allows for efficient double-loaded residential floorplates on the upper floors. The proposed development has a six-story base height and maximum height of eight stories on the northernmost portion of Development Site 1. It steps down to six-stories and four-stories at the midblock. To accommodate the proposed commercial uses in the building, the first floor has 20-foot ceilings and a double height portion with 35-foot ceilings and the second floor has 15-foot ceilings. The cellar contains an attended parking garage accessible via a 20-foot wide curb cut on 12th Street with 100 accessory off-street parking spaces 12th and 111 bicycle parking spaces. Off-street accessory loading berths for the trade schools are provided on 11th Street and 12th Street.

With respect to the programming of the non-residential space on the first and second floors of the proposed development at Development Site 1, first floor uses include approximately 11,634 square feet of local retail (Use Group 6) at the corner of 11th Street and 33rd Road, an approximately 6,433 square foot artist studio (or studios), an approximately 22,169 square foot trade school with a double height portion (Use Group 9), and an approximately 10,094 square foot trade school (Use Group 9). Accessory offices for the trade schools would be provided on the second floor. The larger trade school would be operated by the local non-profit Andromeda Community Initiative. The Andromeda Community Initiative was formed in January of 2018 to provide programs for individuals who lack the basic experience, training, professional network, and resources to obtain employment in the New York City construction industry. Andromeda Community Initiative provides professional development opportunities, free educational programs, and job-related training that will prepare these individuals for gainful employment in the construction industry. The school would provide training for construction industry workers, specializing in scaffolding, including instruction in skills and safety as well as compliance with federal regulations and local laws. The double-height portion of the trade school is to allow sufficient room for hands-on training with scaffolding and related equipment. The smaller trade school would be operated in association with York Studios to offer training in film and television production.

Development Site 2

The proposed development on Development Site 2 is a new eight-story mixed residential, commercial, and community facility building with approximately 148 dwelling units. The proposed development contains approximately 207,202 square feet of floor area (4.99 FAR), including approximately 138,318 square feet of residential floor area, approximately 58,883 square feet of commercial floor area, and approximately 10,000 square feet of community facility floor area. Approximately 44 permanently income-restricted units (30 percent) would be provided at an average of 80 percent of AMI under MIH Option 2.

The proposed development wraps the southern portion of Block 318, maintaining a continuous street wall on each frontage with active first floor uses to enhance the streetscape. An open court above the first floor allows for efficient double-loaded residential floorplates on the upper floors. The proposed development has a six-story base height and maximum height of eight stories on the southernmost portion of Development Site 2. It steps down along 12th Street to six-stories and four-stories at the midblock. To accommodate the proposed commercial uses in the building, the first floor has 20-foot ceilings and a double height portion with 35-foot ceilings and the second floor has 15-foot ceilings. The cellar contains an attended parking garage accessible via a 30-foot wide curb cut on 11th Street with 60 accessory off-street parking spaces and 81 bicycle parking spaces. Off-street accessory loading berths for the food distributor are provided on 11th Street and 12th Street.

With respect to the programming of the non-residential space in the proposed development at Development Site 2, first floor uses include approximately 8,160 square feet of local retail (Use Group 6) at the corner of 11th Street and 34th Avenue, and an approximately 24,364 square foot food distributor (Use Group 16). This food distributor is the same tenant which is already operating at the Development Site. The second floor would have approximately 23,353 square feet of office space (Use Group 6) intended for technology, advertising, media, and information tenants and approximately 10,000 square feet of community facility space (Use Group 4) intended for a local non-profit organization.

7. ACTIONS NECESSARY TO FACILITATE THE PROJECT

The actions necessary to facilitate the proposed developments are:

1. a zoning map amendment to change the existing R5 zoning district mapped within the Project Area to an M1-5/R6A (MX) zoning district;

2. a zoning text amendment modifying ZR Appendix F to establish the Project Area as an MIH Area; and

3. a zoning text amendment to ZR Art. XII, Ch. 3 to establish an M1-5/R6A (MX) district with a maximum base height of 75 feet and maximum building height of 95 feet in Northwest Ravenswood in Queens.

The proposed actions align with the goals identified in the Ravenswood study by promoting mixed-use development on underutilized property near transit that includes income-restricted housing and space for job creating businesses. The proposed higher density, range of uses and lower parking requirement permitted in the M1-5/R6A (MX) zoning district would be consistent with the built context of the surrounding area, industrial and arts-based neighborhood character and area-wide planning goals.

<u>Zoning Map Amendment</u>

The proposed M1-5/R6A (MX) zoning district is bounded by 33rd Road to the north, 34th Avenue to the south, 11th Street to the west, and 12th Street to the east.

The Special Mixed-Use District was established in 1997 to encourage investment in and enhance the vitality of existing neighborhoods, such as Northwest Ravenswood, with mixed residential and industrial uses in close proximity, and to create expanded opportunities for new mixed-use communities. New residential and non-residential uses (commercial, community facility, semi-industrial, and light industrial) can be developed as-of-right and be located side-by-side or within the same building. Pairing a manufacturing district with a residential district (*e.g.* the proposed pairing of R6A and M1-5 zoning districts) ensures a balanced variety of available uses.

Residential uses are generally subject to the bulk controls of the governing residence district; commercial, industrial and community facility uses are subject to the M1 district bulk controls, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in each MX district as-of-right, others are subject to restrictions and Use Group 18 uses are excluded altogether, except for small breweries.

The proposed M1-5/R6A (MX) zoning district allows for new medium-density mixed-use development with a maximum total FAR of 5.0. The proposed M1-5/R6A (MX) district would permit residential uses (Use Groups 1 and 2), community facility uses (Use Groups 3 and 4), commercial uses (Use Groups 5 to 15), semi-industrial uses (Use Group 16), and certain light industrial uses (Use Group 17). The maximum residential FAR is 3.6 in MIH Areas, the maximum community facility FAR is 3.0, the maximum commercial FAR is 5.0, and the maximum manufacturing FAR is also 5.0. In the proposed M1-5/R6A (MX) zoning district the maximum base height would be 75 feet and the maximum building height would be 95 feet for buildings with a qualifying ground floor in MIH Areas. New residences are required to provide off-street parking for 50 percent of the dwelling units, with an exemption for income-restricted units within the Transit Zone.

In contrast to the existing R5 zoning district, which allows a maximum residential FAR of 1.25, the proposed M1-5/R6A (MX) zoning district allows a higher maximum FAR of up to 5.0. The proposed rezoning to M1-5/R6A (MX) removes the maximum lot coverage restrictions in the R5 district. This allows the proposed developments to utilize a greater portion of the development sites, resulting in a more efficient development. The proposed M1-5/R6A (MX) zoning district also allows commercial, semi-industrial, and light industrial uses in contrast to the existing R5 where those uses are not permitted. No parking is required for non-residential uses in the proposed M1-5/R6A (MX) zoning district.

The proposed M1-5/R6A (MX) zoning district is consistent with City policy to position higher density developments near transit along wide streets that can support such development. The proposed district is appropriate because of the close proximity of the Project Area to public transportation and the location of the Project Area at the intersection of two wide streets, 11th Street and 34th Avenue. The proposed M1-5/R6A (MX) zoning district balances appropriate density and bulk in consideration of the location of the Project Area on these two wide streets and also on two narrow streets, 33rd Road and 12th Street. Moreover, the Project Area is located near transit and is within a Transit Zone, which is recognized as an area with access to public transportation and low automobile ownership rates. Bus service is directly accessible from the Project Area via the Q103 and Q104 bus lines and via the Q69 at 21st Street. These buses provide connections to the Broadway N/W approximately 3/4 of a mile to the east of the proposed Development Sites and the 21st Street-Queensbridge F subway stations approximately one mile south; the Broadway N/W subway station is approximately one mile away from the proposed Development Sites and the 21st Street-Queensbridge F subway station is also approximately one mile away.

The proposed M1-5/R6A (MX) zoning district is supported by the surrounding built context. The proposed M1-5/R6A (MX) zoning district is consistent with the existing multi-family residential buildings in the surrounding area, including the new eight-story apartment buildings developed along Broadway, the North Queensview Homes cooperative with 21 14- and 15-story apartment buildings, the Ravenswood Houses with 31 six- and seven-story buildings, and the proposed development of three mixed-use, five-, nine-, and 14-story buildings facilitated by the recent Vernon Boulevard and Broadway Rezoning. The proposed M1-5/R6A (MX) zoning district would allow the proposed developments at a similar scale to the existing built context. In addition, the proposed M1-5/R6A (MX) zoning district has comparable bulk provisions to the surrounding zoning districts, including the existing R7A/C2-3 district mapped two blocks north of the Project Area across Broadway and the existing R7X/C1-3 and R6B districts mapped northwest of the Project Area across 11th Street and 33rd Road. The R7A zoning district permits a maximum FAR of 4.0 and maximum building height of 85 feet and up to 4.6 FAR and 95 feet in the Inclusionary Housing Designated Area. The R7X zoning district within an MIH Area permits a maximum FAR of 6.0 and maximum building height of 135 feet and the R6B zoning district within an MIH Area permits a maximum FAR of 2.2 and maximum building height of 55 feet. The proposed M1-5/R6A (MX) zoning district with a maximum FAR of 5.0 (and maximum residential FAR of 3.6) and maximum building height of 95 feet fits with existing zoning.

The proposed zoning change from the existing R5 zoning district to an M1-5/R6A (MX) district reinforces existing residential and commercial land use patterns in the surrounding area. The proposed M1-5/R6A (MX) district would help preserve the existing mixed industrial and residential character of the area, while allowing for the development of suitable, underutilized property. The maximum residential FAR M1-5/R6A (MX) district is limited to 3.6 to allow a significant amount of floor area (1.4 FAR) in a mixed-use building to be occupied by non-

residential uses. The surrounding built context provides support for the rationale for the R6A density with R7A bulk – balancing the appropriate density and bulk given existing conditions (two wide streets, two narrow streets) Existing non-conforming industrial uses within the R5 zoning district have not been redeveloped with conforming residential uses potentially due to the limited development permitted under the R5 district provisions. The proposed M1-5/R6A (MX) zoning district would facilitate new conforming residential growth in this area. With the proposed MIH Area, it also facilitates the creation of new income-restricted housing in Queens Community District 1, where, according to the U.S. Census Bureau, 37.4 percent of households are rent burdened.[1]

In addition to allowing residential use at a higher density, the proposed M1-5/R6A (MX) zoning district allows multiple floors of non-residential uses in a mixed-use building and allows a range of commercial (Use Groups 5-14), semi-industrial (Use Group 16), and light industrial uses (Use Group 17) that are not permitted within the existing R5 district or nearby C1 and C2 commercial overlays. The M1-5/R6A (MX) zoning district is necessary to allow the semi-industrial Use Group 16 food distributor at Development Site 2. It further provides the flexibility to allow for light industrial tenants in addition to proposed commercial and semi-industrial uses. The expansive range of uses available in the proposed M1-5/R6A (MX) is also consistent with and would reinforce the industrial and arts-based character of the area. The food distributor and Andromeda Academy trade school uses in the proposed developments would contribute to the industrial character of the area, and the artist studio and film and television production trade school fit with the existing cluster of arts uses, including the Noguchi Museum and Socrates Sculpture Park. The proposed M1-5/R6A (MX) zoning district ensures that this wide range of commercial, semi-industrial, and light industrial uses are permitted in the Project Area.

The proposed M1-5/R6A (MX) zoning district is consistent with City's New York Works Plan, which seeks to create 20,000 jobs within the industrial and manufacturing sectors, 10,000 jobs within the creative and cultural sectors, and 25,000 jobs in office districts in Manhattan and in emerging commercial centers. The proposed M1-5/R6A (MX) permits a range of commercial, semi-industrial, and light industrial uses that would facilitate job creation in various sectors, including the sectors emphasized in New York Works. Based on preliminary job generation estimates, the combined non-residential uses in the proposed developments would create approximately 396 total jobs, including approximately 163 jobs associated with the trade schools, 96 office jobs, 72 retail jobs, 30 jobs associated with the community facility space, 16 artist studio jobs, and two jobs with the food distributor. Additionally, the two trade schools would provide job training to the construction and film/television industries in New York City.

Zoning Text Amendments

The proposed zoning text amendment to establish a new M1-5/R6A (MX) district is necessary to map the district within the Project Area. The proposed text amendment would also apply the underlying height and setback regulations applicable to an R7A zoning district to the M1-5/R6A (MX) district. The proposed change results in an increase of 10 feet for the maximum base height from 65 feet to 75 feet and an increase of 10 feet for the maximum building height from 85 feet to 95 feet (with a qualifying ground floor). The proposed increase in height would allow the second floor in a mixed-use building to have a higher floor to ceiling height to accommodate high quality non-residential space. Otherwise, this second-floor non-residential space would be constrained by lower floor to ceiling heights, which would be less attractive to the variety of uses that would be permitted in the proposed M1-5/R6A (MX) zoning district.

The proposed zoning text amendment to designate the Project Area as an MIH Area is consistent with the policy goals of the City's Housing New York: A Five-Borough, Ten-Year Plan. As noted above, the U.S. Census Bureau determined that 37.4 percent of households in Queens Community District 1 are rent burdened, spending 35 percent or more of their income on rent. In addition, 18.1 percent of residents in Community District 1 have incomes below the NYC.gov Poverty Measure. As noted above, there are Inclusionary Housing Designated Areas located north of the Project Area in the R7A zoning districts that were mapped along Vernon Boulevard and 21st Street in the 2010 Astoria Rezoning. There is an MIH Area located immediately west of the Project Area, established in connection with the Vernon Boulevard and Broadway Rezoning.

[1] Based on American Community Survey 2014-18 Five Year Estimates for Public Use Microdata Area (PUMA) 4101, which approximates Queens Community District 1, available at: https://communityprofiles.planning.nyc.gov/queens/1#resources.

The MIH program requires the provision of permanently income-restricted housing within new residential developments, enlargements, and conversions from non-residential to residential use within mapped MIH Areas. The proposed zoning text amendment would establish an MIH Area contiguous with the Project Area requiring the proposed development to comply with the requirements of the MIH Program. MIH Option 1 requires 25 percent of the residential floor area to be provided as housing affordable to households at an average of 60 percent of AMI, with no unit targeted at a level exceeding 130 percent of AMI. MIH Option 2 requires 30 percent of the residential floor area to be provided as housing affordable to households at an average of 80 percent AMI, with no unit targeted at a level exceeding 130 percent of AMI. Within the MIH Area, Option 2 would require the creation of permanently income-restricted housing units within the Project Area – approximately 105 total permanently income-restricted housing units within the proposed developments.

8. CONCLUSION

Overall, the proposed zoning map and text amendments are consistent with existing land uses within the surrounding area and promote new mixed-use development on a suitable, underutilized property. These actions will further community and citywide goals, including bringing the zoning more in line with the prevalence of existing semi-industrial, industrial and mid-density multi-family residential uses in the Northwest Ravenswood area. The actions will also further the objectives of the City's Housing New York: A Five-Borough, Ten-Year Plan by creating more opportunities for housing and the City's New York Works Plan by promoting the creation new jobs in the industrial and cultural sectors. The existing R5 zoning designation within the Project Area does not promote the development of new housing, nor does it permit commercial use. The rezoning of the Project Area to an M1-5/R6A (MX) district with an MIH Area designation facilitates the proposed mixed-use, transit-oriented developments with a total of approximately 352 dwelling units, including 105 permanently income-restricted housing units, and new job generating commercial, semi-industrial, and community facility uses.