PENINSULA REDEVELOPMENT
51-15 BEACH CHANNEL DRIVE, ROCKAWAY, NEW YORK
May 6, 2019

LR Item 3 DESCRIPTION OF PROPOSAL

INTRODUCTION

Peninsula Rockaway Limited Partnership (the "Applicant"), the owner of the Development Site (as hereinafter defined), requests various land use actions to facilitate the *Peninsula Redevelopment*, a Large-Scale General Development ("LSGD") at the property located at 51-15 Beach Channel Drive (Block 15842, Lot 1 and Block 15843, Lot 1) ("Zoning Lot 1") and 51-17 Rockaway Beach Boulevard (Block 15857, Lot 1) ("Zoning Lot 2") with a new, mixed use residential, community facility and commercial development (the "Proposed Development"), in Queens Community District 14 within the Edgemere neighborhood of the Borough of Queens (Zoning Lot 1 and Zoning Lot 2 are hereinafter collectively referred to as the "Development Site").

The Applicant requests approval of the following land use actions:

1. Zoning Map Amendment to rezone Zoning Lot 1 and p/o Lot 100 on Block 15842 from R5 and R5/C1-2 zoning districts to a C4-4 zoning district, and Zoning Lot 2 and p/o Lot 7 on Block 15857 from a C8-1 zoning district to a C4-3A zoning district (the "Project Area");

2. Zoning Text Amendments to modify the following sections:
    a. Appendix F (Inclusionary Housing and Mandatory Inclusionary Housing Areas) of the Zoning Resolution (ZR) to designate the Project Area a Mandatory Inclusionary Housing (MIH) area; and
    b. ZR Section 74-744(a) to allow a Physical Culture Establishment as-of-right within the LSGD;

3. a LSGD special permit pursuant to ZR Section 74-743(a)(2) to allow the location of buildings without regard for the applicable yard requirements of Sections 35-54 (Special Provisions Applying Adjacent to R1 Through R5 Districts) and 23-533 (Required rear yard equivalents for Quality Housing buildings); and the height and setback regulations of Sections 35-654 (Modified height and setback regulations for certain Inclusionary Housing buildings or affordable independent residence for seniors) and 23-664 (Modified height and setback regulations for certain Inclusionary Housing buildings or affordable independent residence for seniors); and

4. a LSGD special permit pursuant to ZR Section 74-744(c)(1) to allow signage that exceeds the total surface area prescribed in ZR Section 32-64 (Surface Area and Illumination Provisions.

The requested land use actions would facilitate the *Peninsula Redevelopment* comprising a total of approximately 2,007,000 square feet of floor area including:

- approximately 1,858,000 square feet of residential floor area containing a total of 2,200 units, of which 1,927 units are affordable housing units including 201 affordable independent residences for seniors (AIRS);
- approximately 72,000 square feet of commercial floor area, including approximately 18,000 square-foot supermarket, approximately 50,000 square feet of local retail space, and approximately 12,000 square-foot physical culture establishment (PCE) fitness center;
- approximately 77,000 square feet of community facility space;
- 973 accessory parking spaces, including at-grade open parking lots for the supermarket and PCE (fitness center) and on-street parking spaces;
- a new open street and open space network, connecting Beach Channel Drive to Rockaway Beach Boulevard and Beach 53rd Street to Beach 50th Street; and

- a newly created Pedestrian Plaza, an approximately 21,000 square feet of publicly accessible area, which includes a children's play area.

In addition, there is a related concurrent application (ULURP No. 190251 MMQ) requesting approval of an amendment to the City Map to establish a portion of Beach 52nd Street between Rockaway Beach Boulevard and Shore Front Parkway, the area is City-owned and comprises approximately 5,345 square feet of area.

BACKGROUND

The Project Area was originally zoned R5, R5/C1-2 and C8-1, and has not changed since the adoption of the New York City Zoning Resolution and corresponding zoning maps in 1961. While there have been a number of recent land use actions within the nearby Far Rockaway neighborhood, there have been no land use actions affecting the Project Area since 1961. Far Rockaway has been included in several planning initiatives including three zoning map amendments sponsored by the Department of City Planning (DCP): the 2005 Far Rockaway/Mott Creek rezoning (C 050511 ZMQ), the Bayswater rezoning (C 060259 ZMQ), and the 2008 Rockaway Neighborhoods rezoning (C 080371 ZMQ, N 080372 ZRQ, and N 080373 ZRQ). The 2005 Far Rockaway/Mott Creek rezoning, consisting of 21 blocks on the eastern boundary of Rockaway peninsula and Nassau County, responded to community requests for lower density contextual zoning to better reflect the built form of the low scale neighborhood and enhance the ability to enlarge existing residences. The 2006 Bayswater rezoning, consisting of 82 blocks northeast of the Project Area, was in response to overdevelopment concerns relating to the subdivision of large lots and replacement of one- to two-family homes with out of character multi-family buildings. The 2008 rezoning, encompassing nearly 280 blocks across the Rockaway Peninsula, permitted a moderate increase in residential and commercial density along the peninsula's major corridors. In 2004, just north of the Project Area was the Ocean Bay Rezoning (C 030526 ZMQ) to facilitate new retail and commercial development on the New York City Housing Authority's (NYCHA) Ocean Bay campus. Additionally, outside of the surrounding area but relevant to this project is the most recently approved citywide Downtown Far Rockaway Rezoning adopted on July 10, 2017 (C170243 ZMQ), a comprehensive planning, zoning, and redevelopment strategy aimed at supporting Downtown Far Rockaway's growth and vitality by fostering a vibrant mix of residential, commercial, and community facility uses on vacant and underutilized sites near mass transit resources and along the area's primary corridors. These actions approved by the City Planning Commission recognized the strong need for new housing opportunities and economic revitalization of the Rockaways.

Additionally, there are two Urban Renewal Areas nearby: the Edgemere Urban Renewal Area originally adopted by the City Council on September, 18 1997 (C 970410 HUQ) as amended in in 2008 (C 080455 HUQ) and the Arverne Urban Renewal Area originally adopted in 1968 and subsequently amended in 1990 (C 900215 HUQ) and most recently amended in 2003 (C 030509 HUQ). Both urban renewal plans will be implemented by the NYC Department of Housing Preservation and Development (HPD) with the goal of redeveloping and revitalizing historically vacant and underutilized land with new mixed use development including affordable housing opportunities.

DESCRIPTION OF THE SURROUNDING AREA

Geographic Location

The Project Area is located within Queens Community Board 14 in the Edgemere neighborhood of the Rockaway Peninsula in Southern Queens.

Land Uses in the Surrounding Area

The Project Area consists of all or portions of five tax lots on Blocks 15842, 15843, and 15857 (Block 15843 Lot 1; Block 15842, Lots 1 and p/o 100; and Block 15857, Lots 1 and p/o 7) bounded by Beach Channel Drive to the north, Beach 53rd Street to the west, Rockaway Beach Boulevard and Rockaway Freeway to the south, and Beach 50th Street to the east. Beach Channel

Drive and Rockaway Beach Boulevard are major east/west corridors on the Rockaway Peninsula.

The area within a 600-foot radius of the Project Area (the "Surrounding Area") is characterized by a mix of uses including low- and mid-rise residential buildings, community facilities, transportation and semi-industrial uses and open space. There is a high concentration of public and publicly subsidized housing and long-term care facilities within the Surrounding Area. The zoning districts mapped within the Surrounding Area include R4 to the north and R5 farther west, C1-2 commercial overlay directly east and west, C2-2 commercial overlay directly west and farther south, an R6 medium density residence district south of Rockaway Freeway, C4-3A and C4-4 medium density mixed residential and commercial districts located farther southeast and C8-1 automotive/semi-industrial district to the south.

The area to the north of the Project Area is occupied by NYCHA's Ocean Bay Apartments (Bayside), P.S. 105 (The Bay School) and Rockaway Community Park. P.S. 105 The Bay School is a Pre-K and K-8 public school, which has an enrollment of 580 students, is located just one block northeast of the Project Area. The Ocean Bay Bayside campus consists of 1,395 units in 24 seven- and nine-story buildings located along Beach Channel Drive between Beach 51st Street and Beach 58th Street. Further north of the Project Area is Rockaway Community Park, a major public open space within the Surrounding Area that consists of a 255-acre park with many active recreational uses including tennis courts, basketball courts, cricket fields, handball courts and playgrounds. The Park is on a peninsula jutting out into Jamaica Bay. Recently the City allocated funds to install raised banks and living shorelines that will absorb floodwater within this area.

The area to the south of the Project Area between Rockaway Beach Boulevard and Edgemere Avenue consists of warehouses, the MTA's Far Rockaway bus depot, Solid Rock Seventh Day Adventist Church, and the elevated tracks of the MTA's A train, which run above Rockaway Freeway, a major east/west corridor south of the Project Area. South of Edgemere Avenue is an undeveloped portion of the Arverne Urban Renewal Area designated for open space and nature preserve that will serve as a resiliency buffer to the greater peninsula, Rockaway Beach, the Atlantic Ocean and the recently renovated Rockaway Boardwalk. East of the Project Area are two long-term care facilities—the 4-story nursing home that was part of the former Peninsula Hospital Site and the 6-story senior rehabilitation center located along Beach 48th Street, two surface parking facilities, an FDNY fire station, and low-scale residential buildings and a significant amount of vacant land within the Edgemere Urban Renewal Area.

West of the Project Area are a long-term care facility, the Arverne branch of the Queens Library, NYCHA Ocean Bay Apartments (Oceanside), and PS/MS 333. PS/MS 333 is a Pre-K and K-8 public school with a total enrollment of 347 students located at 3-65 Beach 56th Street. The Ocean Bay Oceanside campus consists of 417 units in seven, seven-story buildings. Further west is the Beach Green Dunes, an HPD-sponsored energy-efficient and resilient, 100% affordable housing development, that completed construction in the fall of 2017 and is located at 44-19 Rockaway Beach Boulevard (approximately six blocks west of the Project Area). There are smaller public open spaces at Arverne Playground just west of the Project Area at Beach 54th Street and Rockaway Beach Boulevard and also Cardozo Playground between Beach 56th Street and Beach 57th Street.

Transportation in the Surrounding Area

The Project Area is within close proximity to several public transportation options. Nearby public transit access includes the Q22 (Rockaway Beach Boulevard – Beach Channel Drive) bus route, and the QM17 (Far Rockaway – Midtown) express but route. Elevated tracks of the Metropolitan Transit Authority (MTA) New York City Transit (NYCT) Rockaway (A train) Line run along Rockaway Freeway, with subway stops at Beach 44th Street and Beach 60th Street. Additionally, the NYC Ferry Shuttle by Hornblower for the Rockaway Route stops just one block west of the site at Beach Channel Drive and Beach 54th Street and provides access to the ferry landing located at Beach Channel Drive and Beach 108th Street. The Rockaway ferry route is a new key connection for both visitors and commuters to and from the Rockaways to Sunset Park Brooklyn and Lower Manhattan.

Existing Zoning

The zoning districts mapped within the Surrounding Area include R4, R5, R5/C1-2, R5/C2-4, R6 and C8-1 districts. Block 15842, Lot 1 is currently zoned R5 and Block 15843, Lot 1 currently zoned R5 with a C1-2 overlay mapped along its Beach 50th Street frontage to a depth of 150 feet. Further south Block 15857, Lot 1 is currently zoned C8-1. The properties to the north of the Project Area across Beach Channel Drive are mapped as R4 and R5 zoning districts. Both districts would not permit the existing 9-story buildings known as the Ocean Bay Apartments that are located just north and east of the Project Area. The block immediately west of the Project Area across Beach 53rd Street is zoned R5/C1-2 with an R5/C2-4 mapped to a depth of 200 feet from the Beach Channel Drive frontage. Immediately east of the Project Area is an R5/C1-2 zoning district that is mapped over the existing nursing home and vacant property between Beach 50th and Beach 49th Street.

On the southern part of the Project Area, just south of Rockaway Beach Boulevard, the area is mapped C8-1. The C8-1 district runs from the Project Area at Beach 52nd Street east to Beach 47th Street and is currently characterized by vacant land and one-story obsolete industrial buildings. The elevated A train runs along Rockaway Freeway just south of the Project Area. Properties south of Rockaway Freeway from Edgemere Avenue to Rockaway Beach are zoned R6 and are predominately vacant. Further southeast just outside the surrounding area is a C4-3A zoning district just south of Rockaway Beach Boulevard.

R4 District

The R4 zoning district is a low-density residential district that allows all types of residential uses at a maximum FAR of .75, plus an attic allowance of up to 20%. This usually produces buildings with three stories instead of the two-story homes characteristic of R3 districts. To accommodate a potential third floor beneath a pitched roof, R4 districts allow a perimeter wall height of 25 feet before being set back to the maximum building height of 35 feet. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to provide sufficient space for on-site parking. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon; the driveway must be within the side lot ribbon unless the lot is wider than 35 feet. Detached houses must have two side yards that total at least 13 feet and each one must be at least five feet wide. Semi-detached buildings need one side yard with a minimum width of eight feet. The maximum street wall length for a building on a single zoning lot is 185 feet. One off-street parking space is required for each dwelling unit.

R5 District

An R5 district is a lower-density, general residence district that allows all housing types, including one- and two-family detached, semi-detached and attached residences, as well as multifamily buildings at a maximum floor area ratio (FAR) of 1.25 (or 1.65 in predominantly built-up areas utilizing the R5 infill provisions) and community facilities up to a maximum FAR of 2.0. R5 districts typically produce three- to four-story attached houses and small apartment buildings with parking in the front yards. R5 districts have a base height limit of 30 feet and a maximum permitted building height of 40 feet after a 15-foot setback. R5 zoning districts require a minimum front yard depth of 10 feet, which increases to 18 feet if front yard parking is provided, 8-foot side yards and a 30-foot rear yard. Off street parking is required for 85 percent of the dwelling units.

R6 District

An R6 district is a medium-density residential district that allows a diverse mix of building types and heights to large-scale "tower-in the park" developments. R6 permits residential uses (Use Groups 1 and 2) and community facility uses (Use Groups 3 and 4). Development in R6 districts utilizing height factor provisions is permitted a maximum residential FAR of 2.43. Buildings in R6 districts using these regulations have no fixed height limits and building envelopes are regulated by a sky exposure plane. Quality Housing developments are permitted a maximum residential FAR of 3.0 (up to 3.6 FAR is allowed in MIH areas). The minimum base height is 40 feet, and the maximum base height is 65 feet for buildings with qualifying ground floors, above which a building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street. The maximum building height is 75 feet (seven stories). On a narrow street (beyond 100 feet of a wide street), the maximum FAR is 2.2; the maximum base height before

setback is 45 feet with a maximum building height of 55 feet. Off-street parking is generally required for 50 percent of a building's dwelling units.

C1-2 Commercial Overlay
A C1-2 district is a commercial overlay is mapped within residential districts. It is generally mapped along streets that serve local retail needs such as neighborhood grocery stores, restaurants, and beauty parlors. C1 commercial overlays are mapped throughout the city's lower- and medium-density areas. In mixed use buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When mapped over lower-density residential districts (R1 through R5 districts), the maximum commercial FAR is 1.0 and when mapped over higher-density residential districts (R6 through R10 districts), the maximum commercial FAR is 2.0. Off-street parking requirements vary by use but generally one parking space is required for every 300 square feet of floor area.

C2-4 Commercial Overlay
A C2-4 district is a commercial overlay mapped within residential districts. It is generally mapped along streets that serve local retail needs and permits a wider range of uses than C1 commercial overlays such as funeral homes and repair services. C2 commercial overlays are mapped throughout the city's lower- and medium-density areas. In mixed use buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When mapped over lower-density residential districts (R1 through R5 districts), the maximum commercial FAR is 1.0 and when mapped over higher-density residential districts (R6 through R10 districts), the maximum commercial FAR is 2.0. Off-street parking requirements vary by use but generally one parking space is required for every 1,000 square feet of floor area.

C8-1 District
A C8-1 district is mapped generally south of Rockaway Beach Boulevard between Beach 47th Street and Beach 52nd Street. The C8-1 district is primarily comprised of automotive-related commercial and light industrial uses. These uses can be found along the southern side of Rockaway Beach Boulevard where there are some light industrial uses located, such as a wood supply store. C8-1 districts allow commercial and manufacturing uses and provide for automotive and other heavy commercial services. Residential uses are not permitted within C8-1 districts. C8-1 districts have a maximum commercial FAR of 1.0 and a community facility FAR of 2.4. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet, or two stories, whichever is less, above the street line. Off-street parking requirements vary with the use, but generally, one space is required for every 300 square feet of floor area.

DESCRIPTION OF THE PROPOSED PROJECT AREA

Geographic Location
The Project Area is located within Queens Community District 14 in the Edgemere neighborhood of the borough of Queens. The Project Area (also the area of rezoning) consists of all or portions of five tax lots on Blocks 15842, 15843, and 15857 (Block 15843 Lot 1; Block 15842, Lots 1 and p/o 100; and Block 15857, Lots 1 and p/o 7) which are generally bounded by Beach Channel Drive, Beach 53rd Street, Rockaway Beach Boulevard, Beach 52nd Street, Rockaway Freeway, and Beach 50th Street.

The Project Area comprises approximately 410,052.28 square feet of lot area and encompasses the Development Site as well as small portions of Lot 1 on Block 15842 and Lot 7 on Block 15857. The Project Area also includes approximately 3,224.78 square feet within the bed of Beach 52nd Street, a mapped street.

The Project Area is currently mapped with R5, R5/C1-2 and C8-1 zoning districts. Block 15843, Lot 1 is entirely mapped within an R5 zoning district. Block 15842 Lots 1 and p/o Lot 100 is zoned R5 with a C1-2 commercial overlay mapped to a depth of 100 feet from Beach 52nd Street. Block 15857 Lot 1 and p/o Lot 7 are entirely mapped within a C8-1 zoning district.

The Development Site, which is comprised of Block 15842, Lot 1; Block 15843, Lot 1; and Block 15857, Lot 1, is controlled by the Applicant. The Development Site is described in further

detail below. Small portions of Block 15842, Lot 100 and Block 15857, Lot 7 that are not part of the Development Site are included within the Project Area. Lot 100 on Block 15842 is a 109,965 square-foot corner lot located at the southwest corner at the intersection of Beach Channel Drive and Beach 50th Street. Lot 100 has a lot frontage of approximately 260.04 feet on the south side of Beach Channel Drive and approximately 425 feet on Beach 50th Street. Lot 100 is currently improved with a 128,000 square-foot, four-story nursing home that was originally part of the Peninsula Hospital campus. Only a 748.11 square-foot portion of Lot 100 along the side lot line that intersects with Beach 50th Street, is part of the Project Area. Block 15857, Lot 7 is a 48,015 square-foot irregularly shaped interior lot with approximately 280.3 feet of frontage on the south side of Rockaway Beach Boulevard. Lot 7 is currently improved with a one-story, 43,630 square-foot light manufacturing building. Only approximately 2,601.17 square feet of Lot 7 adjacent to Lot 1 on Block 15857 is included as part of the Project Area.

DESCRIPTION OF THE DEVELOPMENT SITE

Geographic Location

The Development Site is known as and by the street addresses 51-15 Beach Channel Drive (Block 15842, Lot 1 and Block 15843, Lot 1) and 51-17 Beach Channel Drive and (Block 15857, Lot 1). The Development Site is generally bounded by Beach Channel Drive, Lot 100 of Block 18542, Beach 50th Street, Rockaway Freeway, Lot 7 on Block 15857, and Beach 53rd Street in the Edgemere neighborhood of Queens.

The Development Site is proposed to be subject to a Large Scale General Development (LSGD) plan. The LSGD will consist of two zoning lots: Zoning Lot 1 and Zoning Lot 2, and will have a combined total lot area of 406,703[1] square feet.

Zoning Lot 1

Zoning Lot 1 is comprised of Block 15843, Lot 1 and Block 15482, Lot 1 generally bounded by Beach Channel Drive to the north, Lot 100 on Block 15842 and Beach 50th Street to the east, Rockaway Beach Boulevard to the south, and Beach 53rd Street to the west. It has a combined total lot area of 392,296 square feet with approximately 430 feet of frontage on Beach Channel Drive, 277 feet on Beach 50th Street, 702 feet on Rockaway Beach Boulevard, and 794 feet on Beach 53rd Street.

Zoning Lot 1 was previously improved with the 173-bed Peninsula Hospital Center from 1908 until 2012 when it was shut down by the New York State Department of Health (DOH). The Applicant acquired the Development Site in 2016 and recently demolished the vacant Peninsula Hospital structure in the spring of 2018. Currently, Zoning Lot 1 is vacant.

Block 15842, Lot 1 is currently zoned R5 and Block 15843, Lot 1 is currently zoned R5 with a C1-2 mapped along its Beach 50th Street frontage to a depth of 150 feet. The proposed rezoning would change the existing zoning from an R5 and R5/C1-2 to a C4-4 district (an R7-2 equivalent).

Zoning Lot 2

Zoning Lot 2 is comprised of Block 15857, Lot 1 generally bounded by Rockaway Beach Boulevard to the north, Lot 7 on Block 15857 to the east, Rockaway Freeway to the south, and Beach 52nd street to the west. It has a total lot area of 14,407.22 square feet, which excludes approximately 3,4224.78 square feet of property located within the bed of a mapped street, Beach 52nd Street. It has approximately 115 feet of frontage on Rockaway Boulevard, 85 feet on Rockway Freeway, and 161 feet on Beach Channel Drive.

Zoning Lot 2 was previously improved with a warehouse building that was recently demolished in spring of 2018. The property has been vacant since before the Applicant purchased the property in 2016. It is entirely mapped within a C8-1 zoning district and is currently vacant. The

[1] The total lot area of the LSGD excludes approximately 3,224.78 square feet of property on Zoning Lot 2 that is located within the bed of Beach 52nd Street, a mapped street. Such area is being improved and used for street widening of Beach 52nd Street. While the boundary of the zoning lot excludes such portion, it is included for the purposes of computing the maximum permitted floor area which is based on the tax lot area.

proposed rezoning would change the existing C8-1 zoning district to a C4-3A contextual zoning district (an R6A equivalent).

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Development would redevelop the Development Site with six (6) new development blocks (A, B, C, D, E and F) containing 11 mixed-use residential, commercial, and community facility buildings. The Proposed Development would contain a total of approximately 2,007,000 square feet of floor area, including approximately 1,868,000 square feet of residential floor area (approximately 2,200 units), 72,000 square feet of commercial floor area, 77,000 square feet of community facility floor area, and 973 accessory parking spaces as well as approximately 122,000 square feet a newly created open street and open space network, including an approximately 21,000 square feet of publicly accessible Pedestrian Plaza.

Zoning Lot 1

Zoning Lot 1, north of Rockaway Beach Boulevard, would be rezoned from R5 and R5/C1-2 districts to a C4-4 (an R7-2 equivalent) district and would be comprised of blocks A through E containing 10 buildings. In total, Zoning Lot 1 would contain a total of 1,946,380 square feet of floor area, including approximately 1,797,380 square feet of residential floor area (2,131 units), 72,000 square feet of retail floor area, 77,000 square feet of community facility floor area, and 951 accessory parking spaces as well as approximately 122,000 square feet of open spaces which includes the open street network and pedestrian friendly open areas.

Block A

Block A, located at the northwest corner on Zoning Lot 1 at the intersection of Beach 53rd Street and Beach Channel Drive, would be comprised of Buildings A1 and A2. Building A1 would contain approximately 182,228 square feet of floor area, including 160,170 square feet of residential floor area (approximately 181 income-restricted housing units), 22,058 square feet of retail floor area on the ground level, and an accessory parking garage facility with 84 parking spaces. The commercial retail space would include approximately 18,000 square feet of anchor supermarket space fronting on Beach Channel Drive and 4,000 square feet of additional local retail space. The building's residential and additional local retail entrances would be located on Beach 52nd Street, a newly created private street, while the supermarket entrance would be located on the frontage along Beach Channel Drive. Building A1 would have a base height that ranges from 30 feet to 110 feet and would rise to a maximum building height of 180 feet (17 stories). An at-grade surface parking lot containing 57 accessory parking spaces would mainly serve the supermarket located in front of Building A1. The open parking lot would be accessed from Beach 53rd Street and Beach Channel Drive. Loading for the supermarket would be provided on Beach 53rd Street.

Building A2 would contain approximately 183,951 square feet of floor area, including 178,753 square feet of residential floor area (approximately 205 income-restricted housing units), 5,198 square feet of retail floor area on the ground and second floors, and an accessory parking garage facility with 93 parking spaces. The building's residential entrance would be located on Peninsula Way and the retail would be accessed from Beach 52nd Street. Building A2 would have a base height that ranges from 80 feet to 110 feet and would rise to a maximum building height of 200 feet (19 stories). Access to the accessory parking is from Beach 53rd Street and on-street parking servicing retail spaces would be provided on Beach 52nd Street (ten spaces) and Peninsula Way (three spaces).

Block B

Block B, located at the northeast corner of Zoning Lot 1, would be comprised of building B1 and B2. Building B1 would contain approximately 223,875 square feet of floor area, including approximately 211,311 square feet of residential floor area (230 income-restricted housing units) 12,564 square feet of commercial floor area on the ground level, and an accessory parking garage facility with 91 parking spaces. The commercial retail space, fronting on Beach Channel Drive, would include approximately 12,000 square feet of health fitness. Entrances to commercial spaces are provided on Beach 52nd Street, Beach Channel Drive and directly from the at-grade parking lot. The building's residential entrance would be located on Beach 52nd Street, a newly created private street. Building B1 would have a base height that ranges from 70

feet to 100 ft and would rise to a maximum building height of 160 feet (15 stories). Building B1 also would have a one-story base to the rear of the building. There would be an at-grade surface parking lot to the east of the building containing 20 spaces that would mainly service the retail and fitness center. Entrance/exit would be located on Beach Channel Drive. In addition, nine (9) on-street parking spaces would be provided along Beach 52nd Street.

Building B2 would contain approximately 230,765 square feet of floor area, including approximately 223,055 square feet of residential floor area (246 income-restricted housing units), 7,710 square feet of retail space on the ground and second floors, and an accessory parking garage facility with 99 accessory parking spaces. The building's residential entrances would be located on Beach 52nd Street and commercial entrances on Beach 52nd Street and Peninsula Way. Building B2 would have a base height that ranges from 110 feet to 130 feet and would rise to a maximum building height of 190 feet (18 stories). Building B2 would also have a one-story base to the rear. Entrance/exit to the accessory parking facility would be located on Peninsula Way and additionally, on-street parking spaces would be provided along Beach 52nd Street (six spaces) and Peninsula Way (four spaces).

Block C
Block C, located on the southwest corner on Zoning Lot 1 with frontage on both Beach 53rd and Rockaway Beach Boulevard, would be comprised of Buildings C1 and C2. Building C1 would contain approximately 218,739 of residential floor area with approximately 269 income-restricted housing units and an accessory parking facility with 102 parking spaces. The building's residential entrance would be located on Beach 53rd Street. Building C1 would have a base height that ranges from 80 feet to 110 feet and would rise to a maximum building height of 150 feet (14 stories). Entrance/exit to the accessory parking facility would be located on Beach 53rd Street.

Building C2 would contain approximately 270,987 square feet of floor area, including approximately 260,472 square feet of residential floor area (320 income-restricted housing units), 10,515 square feet of retail floor area on the ground and second floors, and an accessory parking facility with 121 parking spaces. The building's residential entrance would be located on Beach 52nd Street and commercial entrances located on Rockaway Boulevard, Beach 52nd Street and Peninsula Way. Building C2 would have a base height that ranges from 90 feet up to 120 feet and would rise to a maximum building height of 200 feet (19 stories). Entrances/exits to accessory parking facility would be located on Beach 53rd Street and on-street parking spaces mainly servicing the local retail would be provided along Peninsula Way (four spaces) and Beach 52nd Street (seven spaces).

Block D
Block D, situated generally midway between Beach 53rd Street and Beach 50th Street with frontage on Rockaway Beach Boulevard, would be comprised of buildings D1 and D2. Building D1 would contain approximately 109,137 square feet of floor area, including 103,453 square feet of residential floor area (139 income-restricted housing units) and 5,684 square feet of retail floor area on the ground and second floors. The building's residential entrance would be located on Peninsula Way and commercial entrance located at the corner of Peninsula Way and Beach 52nd Street. Building D1 would have a base height that ranges from 90 feet to 120 feet and would rise to a maximum building height of 150 feet (14 stories).

Building D2 would contain approximately 135,654 square feet of floor area, including approximately 127,383 square feet of residential floor area (201 affordable senior housing units) and 8,271 square feet of retail floor area. The building's residential entrances are located on Beach 52nd Street and retail entrances located on Beach 52nd Street, Rockaway Beach Boulevard and former Beach 51st Street, an easement area, that has been designed as a pedestrian-friendly open space area. Building D2 would have a base height that ranges from 80 feet to 110 feet and would rise to a maximum building height of 130 feet (12 stories). Building D2 would also have a one story base with a height of 20 feet.

Entrance/exit to Block D's accessory parking facility containing a total of 54 spaces would be located on Rockaway Beach Boulevard, and on-street parking spaces would be provided along Peninsula Way (six spaces) and Beach 52nd Street (seven spaces).

Block E
Block E, situated at the southeast corner on Zoning Lot 1, would be comprised of Buildings E1 and E2. Building E1 would contain approximately 239,547 square feet of floor area, including approximately 199,723 square feet of residential floor area (217 income-restricted housing units) and 39,824 square feet of community facility floor area. The building's residential entrance would be located on Peninsula Way and community facility entrance located on Peninsula Way. Building E1 would have a base height that ranges from 110 feet up to 140 feet and would rise to a maximum building height of 200 feet (19 stories).

Building E2 would contain approximately 151,497 square feet of floor area, including approximately 114,321 square feet of residential floor area (123 income-restricted housing units) and 37,176 square feet of community facility floor area. The building's residential entrance would be located on Rockaway Beach Boulevard and community facility entrance on Peninsula Way. Building E2 would have a base height that ranges from 80 feet up to 110 feet and would rise to a maximum building height of 150 feet (14 stories).

Entrance/exit to Block E's accessory parking facility containing a total of 163 spaces would be located on Rockaway Beach Boulevard, and eleven on-site street parking spaces would be provided along Peninsula Way.

Zoning Lot 2
Zoning Lot 2, on block south of Rockaway Beach Boulevard, would be rezoned from an C8-1 district to a C4-3A (R6A equivalent) district and would be developed with building F1. Building F1 would contain approximately 60,620 square feet of residential floor area (69 income-restricted housing units) and an accessory parking facility with 22 parking spaces. The building's residential entrance would be located on Rockaway Beach Boulevard and entrance/exit to the accessory parking facility would be located on Beach 52nd Street.

Overall Site Plan/Conceptual Design Framework
The Proposed Development would transform the 9.34-acre vacant and underutilized site in the Rockaways into a vibrant, resilient mixed-use development by activating street levels with pedestrian-friendly streetscape designs and ground floor retail, and bridging the gap by providing amenities and resources that would serve the needs of the community.

The Development Site alone poses many site constraints and challenges. The site is a 9.34-acre superblock that disconnects access from Beach 50th Street to Beach 53rd Street and north-south access from Beach Channel Drive to Rockaway Beach Boulevard. The site, also formerly the Peninsula Hospital, has historically formed a relationship and reputation with local communities and regionally in the borough of Queens. Lastly, the site is also located within the 1% annual change flood zone (Flood Hazard Zone AE) on FEMA's preliminary flood insurance rate maps.

Turning challenges into design opportunities, the conceptual framework of the Proposed Development integrates urban design principles to create a strong sense of place that is unique to the neighborhood. The overall design of the Proposed Development is primarily driven by creating an open street and open space network connecting the existing roadways and linking the site to the immediate surrounding neighborhood that is otherwise prohibited by the existing superblock. An open street and open space network containing approximately 122,000 square feet of lot area, is introduced on Zoning Lot 1, splitting the lot into four separate quadrants. The applicant proposes two 60-foot-wide private streets: Peninsula Way, a two-way private street running east and west connecting Beach 50th Street to Beach 53rd Street; and Beach 52nd Street, a two-way private street running north and south connecting Beach Channel Drive to Rockaway Beach Boulevard. Beach 52nd Street would also provide continuous connection all the way down to Shore Front Parkway by the concurrent and related application to amend the City Map to establish approximately 5,345 square feet of area between Rockaway beach Boulevard and Shore Front Parkway. These newly created private streets not only provide pedestrian and vehicular access but also include streetscape designs integrated with sustainable landscape features and amenities that would enhance the overall pedestrian experience.

The overall streetscape is designed for pedestrian-friendliness throughout the Proposed Development. More notable open space includes the Pedestrian Plaza, an approximately 21,000

square feet of publicly accessible open space, provided on the former Beach 51st Street. It includes a children's play area designed with rubber play surface with a mound, timber steppers, and timber balances beams, that provides a fun and safe alternative to a traditional playground. Within the streetscape, meandering planters integrated with seating/benches are placed throughout the site. These planters are formed in a way to provide unobstructed pedestrian circulation while also providing small pockets of gathering spaces to create intimate and open areas. Additionally, the streetscape is carefully engineered with placement of planters and tree pits designed as bio-swales to collect, retain and filter on- and off-site drainage for stormwater management.

Furthermore, the Proposed Development's massing creates a "focal point" that prominently signifies a sense of place and presence in this particular area of Far Rockaway. The Proposed Development is designed with varying mixture of building heights and widths, reflecting the ebb and flow of the Rockaway Beach. The tallest heights are placed on Blocks A and C not only to take advantage of the view towards Rockaway Beach but also to establish a presence as the focal point of Peninsula Redevelopment. From there, building heights step down creating a cascading wave-like effect that would gradually blend in with existing neighborhood character.

Complementing the open street and open space network, street walls are located at the street line to activate pedestrian activity and further strengthened with ground floor retail spaces at intersection points inviting people into the complex. The street walls mimic the undulating building heights and also introduce various recesses and articulation that break up the street walls. Such architectural features coupled with the streetscape design is intended to lead pedestrians into the intersection of Peninsula Way and Beach 52nd Street and to the Pedestrian Plaza.

Affordable Housing

The Proposed Development would be a 100% affordable housing development publicly financed through City and State programs administered by HPD, New York City Housing Development Corporation (HDC) and New York State Department of Homes and Community Renewal (DHCR).The Proposed Development will provide quality affordable housing (approximately 2,200 units) to enjoy the coastal beauty and many recreational opportunities that Rockaway Beach and the Boardwalk have to offer. Of the 2,200 units, 1,927 units would be income-restricted housing units including 201 affordable senior housing units. The average median household income within the Surrounding Area was $31,608 in 2016.[2] In comparison, the average household income was $59,758 in Queens County and $55,191 in NYC.[3]

Community Resources and Amenities

The Proposed Development would provide additional resources and amenities for the Far Rockaway Community. Currently this area is underserved with retail and medical office space and there is no central location within this Edgemere/Arverne area for existing residents to do shopping and take care of their health. Retail uses and residential uses would be distributed across all six building blocks on Zoning Lot 1 of the Development Site, and community facility spaces programmed for medical uses are anticipated to be located on building block E.

Accessory Parking

In response to the Far Rockaway community's concerns regarding the need for parking, the Proposed Development will provide approximately 973 accessory parking spaces, of which 754 spaces will be accessory residential spaces, 144 commercial accessory spaces, and 75 accessory community facility spaces. Per zoning, the total required accessory parking spaces, which varies by use, is 667 spaces. The applicant is providing an additional 286 accessory parking spaces than what is required.

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[2] Based on 2012 – 2016 American Community Survey, Median Income in the Past 12 Months, available at: https://communityprofiles.planning.nyc.gov/queens/14

[3]The 2012—2016 American Community Survey data shows that the average household incomes within the Surrounding Area vary considerably by location, ranging from $21,014 north of Beach Channel Drive (Census Tract 972.03), to $40,893 in between Beach Channel Drive and Rockaway Freeway (Census Tract 972.04). Residential units in Census Tract 972.03 are largely comprised of the New York City Housing Authority (NYCHA) Ocean View Bayside housing complex. Similarly, residential buildings in Census Tract 972.04 are largely comprised of the NYCHA Ocean View Oceanside housing complex and the Arverne-Nordeck Apartments cooperative housing complex.

There are two at-grade open parking lots with 77 parking spaces on Zoning Lot 1. On Building Block A, the open parking lot with 57 parking spaces would be specifically dedicated to the anchor supermarket. Access would be provided directly from Beach Channel Drive and Beach 53rd Street. On Building Block B, an open parking lot with 20 spaces would be provided which would be accessory to the proposed fitness center and other retail uses. Within the newly provided open street network, 67 on-street parking spaces would be provided for convenient access to the local retail uses. Parking spaces provided in all parking lots and on-street would be self-service and accessible 24/7. Parking garage facilities accessory to residential uses as well as community facility uses would be provided within each building block where such uses are located. All proposed accessory parking facilities will be enclosed and will be located starting at the ground level. Parking facilities are intended to wrap around retail uses and when located within 50 feet of the street line, portions of the street wall will provide transparent glazing materials. Additionally, there would be 1,004 bicycle parking spaces within the Proposed Development.

Flood Resiliency

As mentioned above, the Development Site is located within the 1% annual change flood zone (Flood Hazard Zone AE) on FEMA's preliminary flood insurance rate maps. The site is located in a flood hazard Zone AE (EL 10). The base plane is set by the flood resistance construction elevation (FRCE), which is set by Appendix G of the NYC Building Code at FEMA Zone AE plus 1 foot freeboard. Thus, the site's base place is at EL 11 feet, which is also the Design Flood Elevation (DFE). As part of the site plan, the Proposed Development will include two sloping, publicly accessible streets. These streets intersect at the core of the development at a raised elevation of 14 feet, which is 3' above the DFE. The buildings will incorporate flood resiliency measures, with dry flood-proofing and flood proof walls, including removable flood barriers at lobbies, entrances and retail locations. The landscape design plays a critical role in how this resilient urban development will withstand the next extreme weather event along with the effects of climate change and sea level rise. The applicant proposes a planting strategy that considers lessons learned from Hurricane Sandy with native and coastal salt tolerant plants with larger soil volumes to promote stronger and more resilient plants. All lighting fixtures, control boxes and irrigation control boxes will be elevated above the flood zone. The storm water strategy for the Proposed Development will include a bio-retention rain garden, street watersheds using bioswale tree pits, streetscape continuous tree pits with large soil volume capacities, flow-through planters and planting pockets that would be irrigated from harvested rainwater from the buildings. The irrigation system will utilize water harvested from the buildings that would also be used to flush out the salts in planted areas following any salt water inundation.

ACTIONS NECESSARY TO FACILITATE THE PROJECT

The Proposed Development would require a series of land use actions including:

(1) Zoning Map Amendment to rezone the Project Area from R5 and R5/C1-2 zoning districts to a C4-4 zoning district and C8-1 zoning district to a C4-3A zoning district;

(2) Zoning Text Amendments to modify the following sections: (i) Appendix F (Inclusionary Housing and Mandatory Inclusionary Housing Areas) of the Zoning Resolution (ZR) to designate the Project Area a Mandatory Inclusionary Housing (MIH) area; and (ii) ZR Section 74-744(a) to allow a Physical Culture Establishment as-of-right within the LSGD;

(3) a LSGD special permit pursuant to ZR Section 74-743(a)(2) to allow the location of buildings without regard for the applicable yard requirements of Sections 35-54 (Special Provisions Applying Adjacent to R1 Through R5 Districts) and 23-533 (Required rear yard equivalents for Quality Housing buildings); and the height and setback regulations of Sections 35-654 (Modified height and setback regulations for certain inclusionary Housing buildings or affordable independent residence for seniors) and 23-664 (Modified height and setback regulations for certain Inclusionary Housing buildings or affordable independent residence for seniors); and

(4) a LSGD special permit pursuant to ZR Section 74-744(c)(4) to allow signage that exceeds the total surface area prescribed in ZR Section 32-64 (Surface Area and Illumination Provisions.

1. Zoning Map Amendment

The Applicant is requesting a zoning map amendment to zoning sectional map 30c to rezone the Project Area from an existing R5 and R5/C1-2 zoning districts to a C4-4 (R7-2 equivalent) zoning district, and from an existing C8-1 zoning district to a C4-3A (R6A equivalent) in order to facilitate the Peninsula Redevelopment, a newly created LSGD of a 2,007,000 square feet mixed-use residential, community facility, and commercial development, containing a total of 2,200 units, of which 1,726 units are affordable housing and 201 units are affordable senior housing.

Proposed C4-4 Zoning District (R7-2 Equivalent)
The proposed C4-4 zoning district would rezone the portion of the Project Area which includes blocks located north of Rockaway Beach Boulevard, comprised of Zoning Lot 1 within the proposed LSGD as well as p/o Lot 100 on Block 15842 (approximately 748,11 square feet), from an existing R5 and R5/C1-2 zoning districts to a C4-4 (R7-2 equivalent) zoning district. The existing R5 district permits lower-density residential and community facility uses. While limited commercial uses are permitted up to 1.0 FAR within 100 feet of Beach 50th Street where the existing C1-2 overlay is mapped, Zoning Lot 1 is predominantly governed by the underlying R5 district which permits up to 2.0 FAR of combined residential and community facility uses and does not permit commercial uses. The new C4-4 district is a commercial district that generally permits a wider range of medium- to higher-density residential, commercial and community facility uses. The new district would increase the total amount of floor area permitted from 2.0 FAR to 6.5 FAR with residential FAR capped at 4.6 (5.01 FAR for AIRS). It would also permit commercial uses up to 3.4 FAR on Zoning Lot 1.

Proposed C4-3A Zoning District (R6A Equivalent)
The proposed C4-3A district would rezone the portion of the Project Area which includes blocks located south of Rockaway Beach Boulevard, comprised of Zoning Lot 2 within the proposed LSGD as well as p/o of Lot 7 on Block 15857 (approximately 3,224.78 square feet), from an existing C8-1 zoning district to a C4-3A (R6A equivalent) zoning district. The existing C8-1 district permits automotive-related commercial and light industrial uses and community facility uses up to 2.4 FAR with commercial FAR capped at 1.0. The new C4-3A district would permit residential uses, a use that is otherwise not permitted under the existing C8-1 district. The new district would increase the total amount of floor area from 2.4 FAR to 3.6 FAR on Zoning Lot 2.

The proposed C4-4 and C4-3A districts are appropriate for the Project Area as it is geographically located in an area that serves both its immediate and larger Rockaway community, which is the purpose of C4 districts. Geographically, the Project Area is fronting on Beach Channel Drive and Rockaway Beach Boulevard, both of which are major east-west thoroughfares that connects to the Far Rockaway to the east and Arverne to the west as well as Rockaway Beach and Rockaway Park farther west. Wide streets can support increased density and the commercial development in the Proposed Development. The proposed C4 districts permit wide range of uses which are permitted within the surrounding area, including local retail uses. The greater variety of retail permitted by the proposed rezoning, including a supermarket, will serve as an amenity to the immediate neighborhood and the larger rockaway community. Additional commercial and community facility uses would introduce a diverse of activities and users at the site, contributing to enliven the area and enhance pedestrian experience.

In addition, the C4-4 and C4-3A medium density zoning districts are appropriate in an area that is located within close proximity to public transportation options such as the elevated A subway, multiple bus lines and the new NYC Ferry Shuttle with connection from the Rockaways to both Sunset Park Brooklyn and Lower Manhattan. The Project Area is also well served by major public open spaces that counterbalance the increase in development. These public open spaces include Rockaway Park to the north and the undeveloped portion of the Arverne Urban Renewal

Area designated for open space and nature preserve to the southwest, and Rockaway Beach, Rockaway Boardwalk and the Atlantic Ocean farther to the south support the increase in density in this location.

The proposed C4-4 and C4-3A districts are also consistent with existing land uses within the Surrounding Area and emerging land use trends within the greater Far Rockaway community as a whole. There is an existing C4-4 and C4-3A districts mapped southeast of the Project Area and the proposed rezoning would extend such districts. The Project Area is also situated along Beach Channel Drive where existing land use transitions from predominantly medium-density residential to commercial and institutional buildings. The development of the mixed-use residential, community facility and commercial development would be consistent with existing land uses and also planning efforts to create a more vibrant, resilient waterfront community, as recognized/initiated by the recent nearby rezonings, including the Far Rockaway rezoning, the Rockaway neighborhoods rezoning, and the Bayshore rezoning. Farther to the southwest is the Arverne by the Sea development, an effort by the City to redevelop such area and increase residential development. Arverne View is a 13-acre complex with 11 buildings ranging in height from four to nineteen stories similar to the Proposed Development.

Furthermore, the increase in density through the proposed C4-4 and C4-3A zoning districts is supportive of the City's initiative to redevelop vacant and underutilized land for the production of new affordable housing in Queens Community District 14 in furtherance of the City's affordable housing goals. The entire Project Area will be an MIH designated area. The Proposed Development would substantially advance the goals of Mayor Bill de Blasio's *Housing New York: A Five Borough, Ten-Year Plan*. It would provide in total 2,200 units most of which are affordable housing including affordable senior housing. Proposed retail and community facility uses would cater to the community's need for such supportive uses, and provide local employment opportunities. In addition, there is a documented need for additional housing and supportive retail in the Borough of Queens, and on the Rockaway Peninsula in particular, as demonstrated by the successful completion of the "Arverne By the Sea" mixed-use development to the immediate west of the Development Site.

2. Zoning Text Amendments

i. Appendix F (Mandatory Inclusionary Housing Area)

The Applicant is requesting a zoning text amendment to Appendix F to designate the Project Area as a Mandatory Inclusionary Housing (MIH) area is consistent with the policy goals of the City's Housing New York: A Five-Borough, Ten-Year Plan. According to the U.S. Census Bureau, approximately 45.8% of area households in Queens Community District 14 are rent burdened[4]; therefore, there is a strong need for affordable housing that reaches a broad range of incomes.

The MIH program requires that permanently affordable housing be provided within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped "Mandatory Inclusionary Housing Areas" (MIHAs). Within this MIHA, all housing developments, enlargements and conversions that meet the criteria set forth in the MIH program must comply with the requirements of either option one or two, described below.

- *Option 1:* 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI.
- *Option 2:* 30 percent of the residential floor area shall be provided as housing affordable to households at an average of 80 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI.

The Proposed Development will be 100% affordable and moderate income housing on privately-owned land and will utilize a range of city and state public financing programs. The Proposed

[4] Based on American Community Survey 2012-16 Five Year Estimates for Public Use Microdata Area (PUMA) 4114, which approximates Queens Community District 1, available at: https://communityprofiles.planning.nyc.gov/queens/14.

Development would provide approximately 1,927 affordable housing units, including 201 affordable independent residences for seniors, and would comply with MIH Option 1 that 25% of the residential floor area would be permanently affordable (550 dwelling units). While 100% of the dwelling units would be restricted by a regulatory agreement as affordable and moderate income housing units, the MIH requirement ensures that these units and any future development within the MIH area are permanently affordable.

ii. ZR § 74-744(a)(4) for Physical Culture or Health Establishment

The Applicant is requesting a zoning text amendment to modify paragraph (a)(4) of ZR Section 74-744 (Modification of use regulations) to allow a physical culture or health establishment (PCE) as-of-right for an LSGD located within an MIH Site, in a C4 District within Queens Community District 14. The proposed text would permit the operation of a PCE on the Development Site without obtaining a special permit pursuant to ZR Section 73-36 from the Board of Standards and Appeals as currently applied. This proposal is consistent with many prior text amendments that allowed waiver of the provisions of ZR Section 73-36 to permit PCE as-of-right within certain areas. The proposed PCE is an appropriate use that would both complement the proposed uses at the Development Site for the residents of the Proposed Development and provide a beneficial service to the surrounding neighborhood. Additionally, this proposal would attract potential PCE tenants in an area where retail marketability is low, while providing certainty to potential PCE operators at the Development Site without imposing an additional burden of another public approval process further obviating the need to file separate applications with the CPC and BSA in the context of a LSGD, thereby promoting administrative efficiency.

3. Large Scale General Development Special Permit Pursuant to ZR § 74-743(a)(2)

Pursuant to ZR Section 74-74, et seq., the CPC may permit certain bulk modifications of the underlying district regulations for a large scale general development (LSGD), so as to allow greater flexibility for the purpose of securing a better site plan. The requested bulk modifications are appropriate because it would produce a site plan that transforms the 9.34-acre, vacant and underutilized superblock with an overall design concept and carefully designed massings resulting in a better relationship among buildings and open areas within the boundaries of the proposed LSGD and within the surrounding areas of the Edgemere neighborhood. Responding to the unique circumstances of the site, the overall design concept is primarily driven by the creation of a new open street and open space network in an effort to reintegrate the former peninsula hospital campus site with the surrounding area and the greater Far Rockaway community and the City as a whole. Such network would provide a new connection and accessway linking the site to the immediate and surrounding neighborhood, otherwise prohibited by the superblock condition. It would also subdivide the superblock into smaller development parcels that is more appropriate in size and form in relation to the surrounding context. In result, the requested bulk waivers are necessary as portions of buildings are located closer to zoning lot lines and in yards, and at greater heights than would be permitted by the current or proposed zoning districts in order to produce a more sensible massing and distribute density throughout the LSGD.

i. Side Yard Requirement

ZR Section 35-54 requires that a side yard of at least eight feet wide be provided along the entire length of the zoning lot's side lot line that is adjacent to zoning lots in R1 through R5 districts. Zoning Lot 1 has two common side lot lines that are adjacent to Block 15842, Lot 100 mapped within an R5 district. One of the common side lot line intersecting Beach Channel Drive extends 420 feet and 11 inches and the other common side lot line intersecting Beach 50th Street is 260 feet. The required side yard is provided along the common side lot line intersecting Beach 50th Street, however, such side yard is only provided along the first portion of the common side lot line extending approximately 125 feet and 2 inches from Beach Channel Drive. Beyond that, Block B's one-story base structure would be built flush to the zoning lot's side lot line without providing an eight-foot open area along the entire length of the common side lot line that coincides with a

district boundary line. This one-story base is an enclosed parking facility accessory to uses within Buildings B1 and B2, an as-of-right base that is otherwise permitted save for the subject side yard provision. The adjacent lot is a large, rectangular lot currently operating a nursing home. On the ground level, the adjacent lot's side yard area is utilized as parking and maneuvering space. There is also a fence/gate that separates the common side lot lines between the two adjoining lots. Providing the eight-foot open area along the entire length of the common side lot line would not serve its intended purpose but would rather result in a non-functional alleyway. The base of Block B is pushed to the zoning lot line mainly to provide a strong street wall presence with adequate retail and residential lobby depth along Beach 52nd Street, Peninsula Way and Beach Channel Drive, thereby activating street levels and enhancing pedestrian activity. Thus, a waiver of the required side yard applying along the side lot line intersecting Beach Channel Drive is requested to allow for the encroachment of Block B's one-story base within such side yard so that the proposed LSGD site plan can maintain a strong street wall presence and introduce continued street level activity from Beach Channel Drive to Peninsula Way.

ii. Rear Yard Equivalent

ZR Sections 35-53 and 23-533 require a rear yard equivalent consisting of an open area with a minimum depth of 60 feet midway provided between two street lines upon which a through lot fronts. Zoning Lot 1 is comprised of three corner lots, two interiors lots and a through lot, which fronts on Beach Channel Drive and Rockaway Beach Boulevard. The through lot portion has a depth of 794 feet and 3 inches and is required to provide a rear yard equivalent midway between Beach Channel Drive and Rockaway Beach Boulevard. As mentioned above, the proposed LSGD creates a new open street and open space network bisecting the superblock with two newly created private streets, Beach 52nd Street that connects Beach Channel Drive and Rockaway Beach Boulevard, and Peninsula Way which connects Beach 50th Street to Beach 53rd Street. Peninsula Way is a 60-foot-wide east-west directional two-way private, but open to the public, street. The design of this newly created open street and open space network was not only intended to connect the Development Site to its surrounding neighborhood, but also to develop a better site plan that maximizes the amount of open area to provide ample light and air within the Proposed Development. Based on the lot configuration, the midpoint of the through lot portion does not coincide with Peninsula Way. Instead, portions of buildings on Blocks A and B encroach within the required rear yard equivalent area. Absence of a complying rear yard equivalent will have little to no impact on new residents, users/visitors of the Proposed Development and nearby community, but instead would likely alter the overall site plan specifically designed to create a cohesive open street and open space network together with the proposed massing. Thus, a waiver is requested to allow for Blocks A and B to encroach within the required rear yard equivalent area.

iii. Maximum Base Height, Maximum Building Height, and Number of Stories

Maximum Base Height and Setback

In a C4-4 district, ZR Sections 35-654 and 23-664(c) permit a maximum base height of 75 feet and a front setback of at least 15 feet along a narrow street. Along Beach 53rd Street, a narrow street, streets walls of Blocks A and C rise up to a height ranging from 80 feet to 110 feet without providing a 15-foot front setback. Along Beach 50th street, a narrow street, the street wall of Block E rises up to a base height ranging from 80 feet to 140 feet without providing a 15-foot front setback. Along Beach Channel Drive, a wide street, the street wall of Block B rises up to a height of 100 feet without providing a 10-foot front setback. Along Rockaway Beach Boulevard, a wide street, street walls of Blocks C, D, and E rises to a height ranging from 80 feet to 120 feet without providing a 15-foot front setback. Thus, waivers of the maximum base height and setback is requested.

In a C4-3A district, ZR Sections 35-654 and 23-664 permit a minimum base height of 40 feet, a maximum base height of 65 feet and a front setback of at least 15 feet along narrow streets and 10 feet along wide streets. Portions of Building F1's street wall rise to

a height of 70 feet without providing the required front setback. Thus, a waiver of the maximum base height and setback is requested.

Maximum Building Height and Maximum Number of Stories
In the C4-4 district, ZR Sections 35-654 and 23-664(c) permit a maximum building height of 135 feet and up to a maximum number of 13 stories. Block A proposes maximum building heights ranging from 140 feet (13 stories), 180 feet (17 stories) and up to 200 feet (19 stories); Block B proposes maximum building heights ranging from 160 feet (15 stories), 180 feet (17 stories), and up to 190 feet (18 stories); Block C proposes maximum building heights ranging from 150 feet (14 stories), 170 feet (16 stories), and up to 200 feet (19 stories); Block D proposes a maximum building height of up to 150 feet (14 stories); and Block E proposes maximum building heights ranging from 150 feet (14 stories), 170 feet (16 stories), up to 200 feet (19 stories), all of which exceeds the permitted maximum building heights and maximum number of stories permitted by the underlying zoning district. Thus, a waiver of the maximum building height and the maximum number of stories are requested.

In a C4-3A district, ZR Sections 35-654 and 23-664 permit a maximum building height of 85 feet and up to a maximum number of 8 stories. Building F1 proposes a maximum building height of 90 feet (8 stories) exceeding the permitted maximum building height. Thus, a waiver of the maximum building height and the maximum number of stories are requested.

As mentioned above, the proposed LSGD includes the creation of a new open street and open space network which allows the existing superblock to be subdivided into smaller development parcels. Each development parcel would produce a proposed massing that is more appropriate in size and form in relation to the surrounding buildings. Overall, the Proposed Development is massed in a way to create a "focal point" that prominently signifies not only a sense of place but also a sense of existence in this particular area. The plan provides for varying mixture of building heights and widths, reflecting the ebb and flow of the Rockaway Beach. The tallest heights are placed on the southwest portion of the LSGD (Blocks A, C and E) not only to take advantage of the view towards Rockaway Beach but also to establish a presence as the focal point of Peninsula Redevelopment. From there, building heights step down creating a cascading wave-like effect that would gradually blend in with the existing neighborhood character.

Complementing the open street and open space network, street walls are located at the street line to activate pedestrian activity and further strengthened with ground floor retail lined up inviting people into the complex. The street walls mimic the undulating building heights and also introduce various recesses and articulation that break up the street walls. Such architectural features coupled with the streetscape design is intended to lead pedestrians into the intersection of Peninsula Way and Beach 52nd Street and to the Pedestrian Plaza.

The combination of the varying base and building heights allow for the distribution of bulk throughout the site so as not to be concentrated within one location of the zoning lot or result in producing an overly blocky massing. It also allows for a building design that is architecturally more appealing and enhancing the overall character of the neighborhood. Thus, waiver of the maximum base height, building height, and number of stories is requested in order to allow for a building design that complements and enhances the existing character of the neighborhood.

4. Large Scale General Development Special Permit Pursuant to ZR § 74-744(c)(1)

ZR Sections 32-62 through 32-65, inclusive, provides signage requirements applicable in C4 districts. In general, C4 signage rules permit a total surface area of up to five times the street frontage but not to exceed 500 square feet for each retail establishment for illuminated non-flashing and non-illuminated signs, and up to a maximum height of 40 feet. The proposed supermarket anchor is located on Block A along Beach Channel Drive, the most optimal

location. The anchor supermarket sign would have a total surface area of 1,000 square feet. It would comply with the C4 district signage rules relating to height, projection, and location requirements but would exceed the total maximum allowable surface area of 500 square feet.

Pursuant to ZR Section 32-67, C1 district signage regulations are made applicable within 100 feet of the street line of any street which adjoins a residential district. Directly across Beach Channel Drive from the Development Site is currently zoned R4. Consequently, within 100 feet of Beach Channel Drive, the proposed signs must conform with C1 signage regulations relating to size, height, projection, and location requirements as set forth in ZR Sections 32-62 through 32-68, inclusive. In general, C1 signage rules allow a total surface area of three times the street frontage but not to the exceed 50 square feet per retail establishment for illuminated, non-flashing signs or 150 square feet per retail establishment for non-illuminated signs. Signs are permitted up to a height of 25 feet. As shown on the Zoning Lot Site Plan, Block B provides a strong street wall presence at the street line of Beach Channel Drive with ground floor retail uses lining the street frontage to activate the streetscape and enhance the pedestrian experience. The proposed signs for each retail establishment fronting on and within 100 feet of Beach Channel Drive would conform with the requisite height, projection, and location requirements of C1 signage rules. In fact, such proposed signs would comply entirely with C4 district signage rules. However, because Zoning Lot 1 is located across the street from an existing R4 residence district, such signs, which otherwise comply with C4 signage rules, are further limited in its size at this location. These signs would have a maximum surface area of 175 square feet, exceeding the maximum allowable surface area of 50 square feet for illuminated, non-flashing signs permitted on the ground level or 150 square feet for non-illuminated signs permitted up to a height of 25 feet.

CONCLUSION

The proposed actions would transform the 9.34-acre, vacant and underutilized, superblock site in the Rockaways into a vibrant, resilient mixed-use residential, community facility and commercial development, in the Queens Community District 14 within the Edgemere neighborhood of the Borough of Queens. The Proposed Development would redevelop the Development Site, formerly known as the main Peninsula Hospital campus, with six (6) new development blocks (A, B, C, D, E and F) containing 11 mixed-use buildings, including approximately 2,200 units of new affordable and moderate income housing, 72,000 square feet of commercial and retail floor area including an anchor supermarket and a fitness center, 77,000 square feet of community facility floor area providing much needed medical and community-oriented services, and 973 accessory parking spaces as well as approximately 122,000 square feet a newly created open street and open space network including approximately 21,000 square feet of publicly accessible Pedestrian Plaza. By the proposed action, the Proposed Development would revitalize the neighborhood by activating the area's major corridors with local and destination retail, resources, and amenities. Furthermore, the Proposed Development will create immediate jobs in the construction industry as well as permanent positions within the management and operation of the residential buildings, retail and medical office spaces, thereby serving as a catalyst for further investment in and future economic revitalization of the greater Rockaway community and the City as a whole.