Project Description (LR Item 3)
Project ID: 2023Q0351

Bud Place Rezoning

April 2026

1. Introduction

Kingsland Group LLC (the "Applicant") seeks a series of actions to facilitate a new mixed-use development in the Flushing section of Queens Community District #7. The Applicant seeks a zoning map amendment from M1-1 to C4-4A that would affect Tax Blocks 4966, 4968 and 4969 (the "Project Area") which are bounded by College Point Boulevard, 36th Avenue, 36th Road and Prince Street. In addition, a zoning text amendment to *Appendix F* of the Zoning Resolution ("ZR") is required that would map Mandatory Inclusionary Housing ("MIH") areas, coterminous with the two separate zoning lots that comprise the Project Area, under Options 1 and 2 (the "Proposed Actions").

The Proposed Actions would facilitate the redevelopment of the two combined properties (the "Development Sites") which comprise Block 4968 Lots 21-24, 33 & 35 ("Site One") and Block 4969 Lots 1, 4 & 6 ("Site Two") which are separated by Bud Place between 36th Avenue and 36th Road.

The Proposed Development would consist of two (2) new 10-story buildings on two separate zoning lots.

- Site One (Block 4968, Lots 21-24, 33 & 35) would be developed with a 10-story mixed-use building containing approximately 181,713 square feet of floor area (5.01 FAR), comprising approximately 151,607 zoning square feet (zsf) (4.17 FAR) and approximately 30,106 zsf of commercial space (0.83 FAR). Site One would include approximately 214 dwelling units (of which 54 to 65 would be permanently affordable under MIH) and 24 accessory off-street parking spaces in the cellar.
- Site Two (Block 4969, Lots 1, 4 & 6) would be developed with a separate 10-story mixed-use building containing approximately 141,783 zsf (5.01 FAR), comprising approximately 121,284 zsf of residential space (4.29 FAR) and approximately 20,499 zsf of commercial space (0.72 FAR). Site Two would include approximately 167 dwelling units (of which 42 to 50 would be permanently affordable under MIH) and 19 accessory off-street parking spaces in the cellar. Each building's parking would be accessed from 36th Avenue.

2. Background

The Project Area was zoned M1-1 R5 when the 1961 Zoning Resolution was enacted, while the area immediately to east of the Project Area was zoned C4-2. This zoning designation has remained since that time. Beginning in the 1990s, the Downtown Flushing area began to experience a series of zoning actions to enable new development and reform the historic zoning of this area. In 1993, the Downtown Flushing Plan was established with the goal of creating a comprehensive plan that would support Downtown Flushing's growth, improve the transportation network, expand the range of community facilities, provide waterfront public access and expand commercial, retail and residential uses.

The 1993 Downtown Flushing Plan was implemented in 1998 through both the rezoning of Downtown Flushing (C 960566 ZMQ) and a Waterfront Access Plan (WAP). The Downtown Flushing Rezoning was a major land use initiative led by the NYC Department of City Planning (DCP) to modernize zoning regulations and encourage appropriate growth in one of Queens' most important commercial and transportation hubs. Prior to the rezoning, much of the area—including parts of Downtown Flushing's core—was governed by outdated manufacturing (M1-1) and lower density commercial zoning, that did not reflect the neighborhood's emerging role as a regional center for commerce, culture, and housing. These zoning districts limited residential development and constrained new commercial investment. The updated zoning designations were applied across approximately 40 blocks, particularly in and around Main Street, Roosevelt Avenue, and Prince Street. The plan introduced medium- and higher-density mixed-use districts (including C4-2, C4-3, and C4-4), which allowed for residential development up to 3.4 FAR and commercial/community facility uses up to 3.4–4.0 FAR. These changes encouraged the development of mid-rise and high-rise buildings more appropriate for a central business district served by extensive transit, including the 7 subway line, Long Island Railroad (LIRR), and multiple bus routes. In addition to zoning changes, the 1998 action sought to enhance the pedestrian experience, improve urban design, and strengthen Flushing's identity as a vibrant, walkable downtown. It supported new housing, particularly in upper stories above commercial retail, and incentivized community facility uses like medical offices and schools.

As part of the rezoning, the Downtown Flushing WAP sought to establish access to the Flushing Creek in order to activate the waterfront. The Downtown Flushing WAP focused on properties adjacent to and east of the Flushing Creek. The 1998 land use actions resulted in spurring development westward from Main Street, but this market momentum largely stopped at College Point Boulevard. Additional planning efforts were then pursued to support the transformation of sites along the Flushing Creek Waterfront. The rezoning also laid the groundwork for future growth and planning initiatives in the neighborhood, including subsequent rezonings, large-scale developments, and infrastructure investments such as the Flushing Commons project and the Special Flushing Waterfront District, which are discussed further below.

In 2004, the Downtown Flushing Development Framework was released. The framework, a joint effort by the NYC Economic Development Corporation (EDC) and DCP, was part of a community-guided initiative to formulate a land use planning strategy for the future growth and sustainability of Downtown Flushing, the Flushing Creek waterfront, and the Willets Point peninsula. While the 1998 rezoning and Downtown Flushing WAP rezoned areas from west of Prince Street to the Flushing Creek, the 2004 Framework identified additional areas of growth that the 1998 rezoning and WAP had not addressed. The Framework considered opportunities for high-quality mixed-use development, improved connections with adjacent regional destinations, enhancements to public open spaces and streetscapes, and transportation and parking strategies. The three key goals of the Framework were to renew the Downtown Flushing core, revitalize the Flushing Creek waterfront and redevelop Willets Point. The Framework identified the waterfront as a prime area for Downtown Flushing's physical expansion and growth as a regional hub.

The Flushing Commons project was approved by the City Planning Commission (CPC) in 2011 (C 100207 ZMQ) and included a zoning map amendment from C4-3 to C4-4 and several special permits to facilitate large-scale development. The actions enabled a major mixed-use redevelopment project in Downtown Flushing, Queens, transforming a former 5.5-acre municipal parking lot into a vibrant, transit-oriented complex. Led by a private applicant in partnership with the EDC, the project was designed to promote economic growth, improve pedestrian circulation, and create much-needed public open space in Downtown Flushing. The development consisted of two phases. Phase I included a 17-story tower with 148 market-rate condominiums, 81 office condos, approximately 30,000 square feet of retail, and nearly 1,000 parking spaces. Phase II added another 450 housing units, a 62,000-square-foot YMCA, more retail and office space, and a 1.5-acre publicly accessible plaza featuring landscaping, seating, and cultural space. The project represented a shift from car-dominated infrastructure to a more pedestrian-friendly, mixed-use environment—serving as a catalyst for continued revitalization and investment in Downtown Flushing.

In 2012, the CPC approved the Solow Center Rezoning nearby along Northern Boulevard and Prince Street (070210 ZMQ), which supported ongoing land use trends and contributed to the revitalization of Downtown Flushing. The private application involved a zoning map amendment to facilitate the development of a seven-story, mixed-use building. The proposal sought to rezone an approximately 10,105 square foot site—then zoned M1-1 for light manufacturing—to an R6 residential district with a C2-2 commercial overlay. The rezoning aimed to extend an adjacent R6/C2-2 district and allow for residential and commercial uses that were not permitted under the prior zoning. The proposed development included 34 residential units, 7,100 square feet of ground-floor retail, and 9,560 square feet of community facility space—anticipated to be a recreational center. The project also featured 3,015 square feet of landscaped rooftop recreation space and an underground garage with 62 attended parking spaces.

In 2015, the Xu Hotel and Residences Rezoning (120403 ZMQ) was approved by the CPC. The rezoning sought to facilitate a mixed-use development at 137-61 Northern Boulevard, near Linden Place. The rezoning changed the site from a M1-1 to a C4-3 district, enabling the construction of a 13-story building that would include a 244-key Westin Hotel, 38 residential units, commercial space, and community facility uses. The project also incorporated structured parking to accommodate guests and residents. The redevelopment replaced a former supermarket and aligned with the area's ongoing transformation into a high-density, transit-accessible, mixed-use district.

An area to the south of Downtown Flushing was amended as part of the One Flushing Rezoning in 2016 (160138 ZMQ). This project amended an area in Downtown Flushing from C4-2 to C4-5X to enable the redevelopment of a city-owned municipal parking lot at 133–45 41st Avenue into a 10-story, mixed-use, affordable housing building. The rezoning covered approximately 45,400 square feet, included adjacent privately- and MTA-owned parcels, and was paired with a new MIH areas, as well as special permits for a 229-space public parking garage (C 160140 ZSQ) and to incorporate a former railroad right-of-way into the zoning lot (C 160141 ZSQ). HPD also designated the site as an Urban Development Action Area (C 160143 HAQ) to facilitate the project and enable the transfer of city property to a selected developer. The project aimed to deliver 231 affordable units reserved for seniors and families (rents tied to 37–100% AMI), nearly 11,200 square feet of community facility and office space, 19,000 square feet of open space, and below-grade public parking.

Subsequently in 2020 the CPC approved the Special Flushing Waterfront District (SFWD) (200033 ZMQ), the affected area of which is located immediately to the west of the Project Area. The application included a zoning map amendment that rezoned approximately 29 acres along Flushing Creek in Downtown Flushing. This area had long been characterized by underutilized manufacturing zoning (primarily M3-1) and a lack of public waterfront access. The rezoning replaced those outdated districts with M1-2/R7-1 mixed-use zoning, under the framework of a newly established SFWD, to allow for residential, commercial, hotel, community facility, and light industrial uses. The development was projected to include approximately 1,725 dwelling units (including between 61 and 90 affordable units), 879 hotel rooms, 350,000 square feet of commercial space, and more than 3 acres of publicly accessible waterfront open space.

The proposal included the mapping of new MIH areas, and zoning text amendments introduced three subdistricts (A, B, and C) and also created comprehensive urban design controls to ensure a well-integrated, walkable, and publicly accessible waterfront neighborhood. These included requirements for shore public walkways, upland connections, visual corridors, and a network of private streets to provide internal circulation. Bulk regulations limited building height and floor area in accordance with FAA restrictions and contextual design goals. The district also established rules for phased development, requiring each project phase to deliver a proportional share of open space and infrastructure improvements. The SFWD advances long-standing waterfront planning

goals, brought underutilized land into productive use, and aligned with the broader vision of a mixed-use, transit-rich Flushing core with improved public realm access.

In addition to the previous rezonings of the area, the Flushing Waterfront Brownfield Opportunity Area (BOA) Study was completed between 2014 and 2017. This focused on approximately 32 acres west of Downtown Flushing, bounded by Northern Boulevard, Roosevelt Avenue, Prince Street, and Flushing Creek, which includes the Project Area. Funded by a $1.5 million state grant, the study aimed to transform underutilized and environmentally challenged industrial parcels into a coherent, mixed-use urban extension of Flushing with enhanced public access and housing opportunities . The study recommended rezoning much of the area—historically zoned M1-1, M3-1, or C4-2—to a new mixed-use district (later partially realized through the Special Flushing Waterfront District), with the mapping of MIH to support affordable housing delivery. It projected the potential for approximately 1,200 residential units, 26,000 square feet of community facility space, and over 1.2 million square feet of commercial space, while allowing for public realm enhancements like extensions of private street grids, widened waterfront walkways, and visual corridors. Critically, the BOA designation provided site-specific remediation tools and tax credits necessary to address soil contamination, facilitating revitalization of brownfield sites into community assets . This area-wide planning approach catalyzed subsequent policy actions, including the Flushing Waterfront Revitalization Plan and the eventual creation of the SFWD, referenced above. Notably, it recommended updating the zoning of the Project Area, which never came to pass under the SFWD.

Most recently, the City of Yes for Housing Opportunity (CHO*)* text amendments were approved in December of 2024 (N 240290 ZRY). The text changes aim to facilitate the development of more housing across the city by creating floor area incentives and removing development barriers. As a result of this text amendment, the Development Sites were added to a new Outer Transit Zone (OTZ), which is part of a larger Greater Transit Zone. The OTZ reduces parking requirements in proximity to transit and waives parking requirements for qualifying affordable units. In addition, certain mid-rise districts, such as the proposed R7A district equivalent, were enhanced to permit additional floor area and height with the inclusion of qualifying affordable units, either under the Universal Affordable Program (UAP) or under MIH.

There are no other approved land use actions or changes in the last 10 years of the Project Area within 1,000 feet.

3. Description of the Surrounding Area

The Project Area is located immediately to the west of Downtown Flushing and the surrounding area is generally defined as the area bound by 35th Avenue to the north, Flushing Creek to the west, 39th Avenue to the south and Main Street to the east.

Land Use

The surrounding area is characterized by a diverse mix of land uses and building typologies. Industrial uses, including concrete and asphalt plants are located to the west of the Project Area, and commercial, residential, and mixed-use areas are generally located to the east, including the downtown core. Northern Boulevard runs east-west and provides access to Downtown Flushing from points west in Queens. It also generally separates Downtown Flushing from industrial areas to the north. Flushing Creek borders the western edge of this area and is lined by industrial land, much of which has been subject to various planning efforts mentioned above, as well as the SFWD. College Point Boulevard and Prince Street act as major commercial spines feeding into Downtown Flushing's main transit and retail nodes.

The Downtown Flushing is located immediately to the east of the Project Area. The neighborhood is bounded by 35th Avenue to the north, Union Street to the east, Sanford Avenue to the south, and the Flushing Creek and the Van Wyck Expressway to the west. Historically, Main Street between Northern Boulevard and Roosevelt Avenue has been the central commercial corridor. This area of Main Street is pedestrian oriented with ground-floor retail use and contains a mix of multi-story retail buildings with medium and large floor plates split among multiple retail tenants, as well as office building and institutional uses, including the landmarked St. George's Episcopal Church. Roosevelt Avenue is a main east-west corridor that contains retail uses with large floorplate mall-style buildings, particularly between Main Street and Union Street, including the New World Mall and department stores.

A few institutional uses are present in the surrounding area, aside from the house of worship present in the Project Area (described in greater detail below) including a house of worship at 135-23 37th Avenue (Temple of Mercy), as well as a larger house of worship at 135-33 39th Avenue (St. George Episcopal Church, mentioned above). In addition, to the north of Northern Boulevard at 35-22 Prince Street is the Jing An Temple of Flushing.

There are no current public open spaces in the surrounding area, aside from the WAP referenced above, and public spaces planned in the SFWD, which once implemented are estimated to contain 3 acres of public open space in the area between College Point Boulevard and Flushing Creek.

Built-Form

In terms of built form, the area to the west lining Flushing Creek and College Point Boulevard, includes a mix of large, vacant parcels and improved properties, many of which have a history of industrial or commercial use. Several parcels are currently vacant and have been used for construction staging or previously housed uses such as a warehouse, a wholesale supermarket, and facilities related to woodworking, petroleum, concrete, or scrap metal. These properties include Con Edison utility site, a one-story materials storage building, a vacant auto-repair shop, and a

prominent four-story U-Haul facility with a clock tower, which formerly served as a manufacturing site. This development includes a public waterfront walkway along Flushing Creek, developed pursuant to the Downtown Flushing WAP.

The area to the north between the Project Area and 35th Avenue is also generally developed with lower-rise one- and two-story warehouses and manufacturing uses. The area immediately south of the Project Area contains a mix of densities and uses, with commercial buildings ranging between 1- and 14-stories. In addition, a mix of residential building typologies are present between 3- and 15-stories. This continues to the east towards Downtown Flushing and to the immediate north of Northern Boulevard near Prince Street.

Further south, the New York City Housing Authority (NYCHA) owns and operates the Bland Houses, a five building, six-story, multiple-family development with 400 residential units located on a superblock at the southeast corner of College Point Boulevard and Roosevelt Avenue. The LIRR runs directly south of the Bland Houses, with a stop at Main Street for the Port Washington branch. This railroad line marks a transition in the Flushing neighborhood from the heavily-commercialized area north of 41st Avenue to a more mixed-use residential community to the south.

Zoning

In terms of zoning in the surrounding area, the immediate area is zoned M1-1. M1-1 zoning district allows a maximum FAR of 1.0 for light manufacturing and industrial uses - and allows a FAR of 2.4 for limited community facility uses. The maximum building height is based on the sky-exposure plane, which begins 30 feet above the street line. Off-street parking requirements vary by use but generally require one parking space for every three employees or every 1,000 square feet of floor area. Warehouses and other storage establishments require one space for every three employees or every 2,000 square feet of floor area.

To the northwest of the underlying M1-1 district is an M3-1 district lining Flushing Creek. M3-1 districts are heavy manufacturing zoning districts that permit manufacturing and commercial uses with a maximum FAR of 2.0. Residential and community facilities are not permitted. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet, or two stories, above the street line.

To the east of Prince Street and to the south of 36th Road are C4-2 and C4-3 districts. The C4 district is mapped in regional commercial centers and permits a wider range of commercial retail uses than C1 or C2 commercial overlays (Use Groups I-X). The maximum commercial FAR in C4-3 districts is 3.4 FAR with 3.0 FAR permitted for residential use, which can be increased to 3.9 FAR with the inclusion of qualifying affordable units (the residential equivalent of R6 districts). For buildings within 100 feet of wide roadways, a minimum base height of 40 feet is required, with a maximum base height of 65 feet and maximum height of 75 feet. That can be

increased to 95 feet with the inclusion of qualifying affordable units. For buildings beyond 100 feet of a wide roadway, a minimum base height of 30 feet is required, with a max base height of 45 feet and a max height of 55 feet. That can be increased to a max base height of 65 feet and max height of 85 feet with qualifying affordable units. Optional sky exposure plane permits a maximum residential FAR of 2.43, in relation to a required open space ratio and a max height determined by the sky exposure plane. For residential use, off-street parking is required for 25 percent of the dwelling units, affordable units are waived, and the entire residential requirement is waived when the requirement is below 15 spaces. Commercial and community facility spaces vary by use and C4-2 and C4-3 have separate parking requirements for non-residential uses.

To the north of Northern Boulevard near Prince Street is an R6/C2-2 district. Regulations are generally the same as C4-2 and C4-3 districts, except commercial uses are limited to 2.0 FAR.

Special Flushing Waterfront District

To the west, the area is zoned M1-2/R7-1 (MIH) and C4-2 and is also located in the Special Flushing Waterfront District (SFWD). Within the M1-2/R7-1 district, manufacturing uses would have maximum FAR of 3.0, commercial uses would have a maximum FAR of 3.0, community facility uses would have a maximum FAR of 4.8 and residential uses would have a maximum FAR of 5.01. The R7-2 district equivalent permits both standard and optional sky exposure plane regulations. For new buildings built within 20 feet of a narrow street or 15 feet from a wide street, the maximum height within that distance is 60 feet or six stories, whichever is less. Above that height a building shall not exceed a sky exposure plane that commences at a height of 60 feet above the street line and slopes over the zoning lot at a vertical to horizontal ratio of 2.7 to 1 on narrow streets and 5.6 to 1 on wide streets. Under standard regulations, a max base height of 85 feet is permitted and a maximum overall height of 115 feet.

The SFWD is broken in three subareas. Subdistrict A is subject to the area zoned M1-2/ R7-1 zoning district, generally located north of 37th Avenue. Subdistrict B is in the C4-2 area and is proposed to establish a publicly-accessible private internal street network, generally between 37th and Roosevelt avenues. Subdistrict C encompasses the area south of Roosevelt Avenue and north of 40th Avenue.

Waterfront Zoning Regulations

The parcels located along the waterfront are also subject to Waterfront Zoning Regulations. In this area, all residential and commercial developments are required to provide a waterfront yard along the entire shoreline of the zoning lot. Waterfront zoning also requires visual corridors, or open areas that provide unobstructed views from upland streets through a waterfront lot to the shoreline. In most zoning districts that allow residential, commercial and community facility uses, developments on waterfront zoning lots are required to provide and maintain publicly-accessible open space at the water's edge with pedestrian links to upland communities. A minimum of 20

percent of the lot area is required to be publicly accessible open space in zoning districts permitting a FAR greater than 4.0. Waterfront public access includes shore public walkways, upland connections, and supplemental public access areas, as needed to fulfill the minimum square footage requirements for public access. The waterfront zoning regulations stipulate certain design requirements related to seating, planting, signage and other elements.

Special Regulations Applying Around Major Airports

This area is also subject to special regulations applicable in areas surrounding major airports in order to prevent the obstruction of air traffic. The existing airport regulations generally require that new buildings within the project area not exceed an average of 150 feet in height, above mean sea level (AMSL), including mechanical bulkheads. The NYC Board of Standards and Appeals (BSA) may grant a special permit to exceed these height limits. Development may penetrate the height limits if verification from the U.S. Federal Aviation Administration (FAA) is provided to the BSA ensuring that the proposed structure would not obstruct air traffic circulation.

Portions of the areas surrounding the Project are located within a Business Improvement District (the Downtown Flushing Transit Hub BID), a Coastal Zone, and a Food Retail Expansion to Support Health (FRESH) Zone, which enables qualifying FRESH grocery stores for discretionary tax incentives. In addition to these, the Project Area is located in the Outer Transit Zone.

The area is well served by public transportation with the New York City Transit (NYCT) 7 train at Roosevelt Avenue and Main Street located three blocks south of the Premises, which connects Downtown Flushing with Midtown. In addition, the Flushing station stop of the LIRR is located approximately five blocks south of the Project Area. In terms of bus service, the surrounding area is well served with the Q20A, Q20B, Q25, Q34, Q48, Q50, Q65 line making stops within a block of the Project Area.

4. Description of the Proposed Project Area

The Project Area includes Blocks 4966, 4968 and 4969 and is bounded by 36th Avenue to the north, Prince Street to the east, 36th Road to the south, and College Point Boulevard to the west. Bud Place bisects the Project Area and a majority of the roadways in the Project Area are 'narrow' in width under the Zoning Resolution (Bud Place, King Road, 36th Avenue, 36th Road, Prince Street) – except for College Point Boulevard, which is 100 feet in width and classified as 'wide' in the ZR.

The Development Site comprises six lots on Block 4968 (Lots 21-24, 33 & 35) and three lots on Block 4969 (Lots 1, 4 & 6), which are described in greater detail below. In addition to the nine

Applicant-controlled lots discussed above, the Proposed Actions affect other parcels in the Project Area, which are not Applicant-controlled.

Block 4966 consists of five lots fronting College Point Boulevard. Lot 1 (36-09 College Point Boulevard) is a 1,735-square-foot lot improved with a two-story commercial building containing 3,991 square feet of floor area. Lot 3 (36-07 College Point Boulevard) is a 1,100-square-foot lot improved with a two-story commercial building containing 2,530 square feet of floor area. Lot 4 (36-05 College Point Boulevard) is a 1,395-square-foot lot improved with a two-story commercial building containing 3,209 square feet of floor area. Lot 6 (36-03 College Point Boulevard) is a 1,670-square-foot lot improved with a two-story commercial building containing 3,841 square feet of floor area. Lot 7 (36-01 College Point Boulevard) is a 4,000-square-foot lot improved with a two-story commercial building containing 4,600 square feet of floor area.

Block 4968 consists of six lots along College Point Boulevard and King Road. Lot 1, located at 36-25 College Point Boulevard, is a 12,650-square-foot lot containing a 1-story lumber supply store with 12,363 square feet of floor area. Lot 6, at 36-13 College Point Boulevard, is a 5,175-square-foot lot with a 1-story retail building comprising 4,543 square feet of floor area. Lot 9, at 133-06 King Road, is a 5,490-square-foot lot with a 1-story manufacturing building containing 5,980 square feet of floor area. Lot 11, at 133-16 King Road, is an 8,364-square-foot lot with a 1-story commercial building with 2,815 square feet of floor area. Lot 13, at 133-22 King Road, is a 6,940-square-foot lot with a 1-story automotive building totaling 7,981 square feet of floor area. Lot 15, at 133-26 King Road, is a 3,331-square-foot lot with a 1-story commercial building with 3,831 square feet of floor area.

Block 4969 consists of several lots associated with the Ebenezer Baptist Church. Lot 18, at 36-06 Prince Street, is a 5,215-square-foot lot with a 1-story house of worship and daycare facility—the Ebenezer Baptist Church—containing 3,404 square feet of floor area. Lot 21, also at 36-12 Prince Street, is a 7,520-square-foot lot with a 2-story house of worship, which is another portion of the Ebenezer Baptist Church and contains 14,766 square feet of floor area. Lots 24 through 26 are each 2,505 square feet and are used for surface parking by the adjacent Ebenezer Baptist Church.

5. Description of the Proposed Development Sites

The Proposed Actions would facilitate the redevelopment of two separate Applicant-controlled assemblages (the "Development Sites"), located on opposite sides of Bud Place between 36th Avenue and 36th Road. Site One comprises six tax lots on Block 4968 (Lots 21-24, 33 & 35), and Site Two comprises three tax lots on Block 4969 (Lots 1, 4 & 6). Under the Proposed Development, each site would be merged into a single zoning lot.

Site One (Block 4968, Lots 21-24, 33 & 35) has frontages of 172 feet along 36th Road, 269 feet along Bud Place, and 100 feet along 36th Avenue. Site Two has frontages of approximately 100 feet along 36th Road, 266 feet along Bud Place, 201 feet along 36th Avenue, and 23 feet along Prince Street. Block 4968, Lots 21 and 23 are currently used for material and vehicle storage, Lot 22 is currently occupied by a 1,056-square-foot single-family residential building, Lot 24 is currently occupied by a one-story 29,521-square-foot warehouse, and Lots 33 and 35 are currently used for lumber storage. Accordingly, Site One contains 36,280 square feet in total lot area.

Site Two (4969, Lots 1, 4 & 6) has frontages of approximately 100 feet along 36th Road, 266 feet along Bud Place, 201 feet along 36th Avenue, and 23 feet along Prince Street. Block 4969, Lot 1 is currently occupied by a one-story 8,625-square-foot warehouse, Lot 4 is occupied by a two-story 4,656-square-foot office building, and Lot 6 is occupied by a one-story 20,439-square-foot warehouse that features a parking lot on the southern roof. Accordingly, Site Two contains 28,300 sf of total lot area.

6. Description of the Proposed Development

The Proposed Actions would facilitate the redevelopment of the Sites One and Two.

Site One (Block 4968, Lots 21-24, 33 & 35) would be developed with a 10-story (115 feet tall) mixed-use building on a lot of approximately 36,280 square feet. The building would contain approximately 181,713 zsf (5.01 FAR), comprising approximately 151,607 zsf of residential space (4.17 FAR; 214 dwelling units) and approximately 30,106 zsf of commercial space (0.83 FAR). Site One would provide 24 accessory off-street parking spaces in the cellar. The building's main entrances would be located along Bud Place. Additionally, a vehicular access point would be provided on 36th Avenue. Private open space for residents would be provided at the rear of the proposed building. The second floor of the building would contain a private outdoor terrace area with 15,890 square feet. Small open spaces (approximately 300-800 sf per space) would line the frontage of the site, satisfying setback requirements for the building by setting back 22 feet in depth.

Site Two (Block 4969, Lots 1, 4 & 6) would be developed with a 10-story (115 feet tall) mixed-use building on a separate lot of approximately 28,300 square feet. The building would contain approximately 141,783 zsf (5.01 FAR), comprising approximately 121,284 zsf of residential space (4.29 FAR; 167 dwelling units) and approximately 20,499 zsf of ground-floor commercial space (0.72 FAR). Site Two would provide 19 accessory off-street parking spaces in the cellar. The building's main entrances would be located along Bud Place. Additionally, a vehicular access point would be provided on 36th Avenue as well. The second floor of the building would contain a private outdoor terrace area with 9,084 square feet. Small open spaces (approximately 300-800

sf per space) would line the frontage of the site, satisfying setback requirements for the building by setting back 22 feet in depth

Under MIH, a minimum of approximately 96 dwelling units would be affordable under Option 1 or 115 dwelling units under Option 2. Option 1 requires at least 25% of new residential floor areas as affordable for incomes averaging 60% AMI, while Option 2 requires at least 30% of new residential floor areas as affordable for incomes averaging 80% AMI.

Accessory parking would be provided in the cellar level of both buildings, with main access along 36th Avenue for both buildings. Site One would provide two curb cuts (20 and 12 feet wide, respectively) and Site Two would provide a single curb cut in approximately 19 feet.

As noted, the proposed new buildings would contain private recreational outdoor space above the first floor of each building, totaling almost 25,000 square feet, along with smaller landscaped areas along the building's frontage. In addition, a publicly accessible private open space would be installed at the intersection of 36th Avenue and Prince Street, with landscaped areas in approximately 3,000 square feet, to provide more green space in an otherwise densely urbanized area.

7. Actions Necessary to Facilitate the Project

The Proposed Actions consist of a zoning map amendment and a zoning text amendment. The proposed zoning map amendment would affect Tax Blocks 4966, 4968 and 4969, which are located between 36th Road, 36th Avenue, Bud Place and Prince Street. These blocks would be amended from M1-1 to C4-4A. In connection with the proposed zoning map amendment, the proposed Project Area would also be made applicable to MIH through a text amendment to Appendix F of the ZR under Options 1 and 2 (the "Proposed Actions").

Zoning Map Amendment

The C4-4A district is mapped in regional commercial centers and permits a wider range of commercial retail uses than C1 or C2 commercial overlays (including Use Groups 1-10), in addition to commercial uses above the first floor. The proposed C4-4A district under MIH permits a commercial FAR of 4.0 and a residential FAR of 5.01 FAR, with the required provision of income-restricted dwelling units. The bulk regulations of the district correspond to an R7A equivalent, which permits base heights of 85 feet, after which a 15-foot setback is required along a 'narrow' roadways (less than 75 feet in width). After the required setback, a building may rise to 115 feet. Parking is required for 25 percent of dwelling units and is waived for income-restricted dwelling units under MIH. Accessory parking for commercial uses is largely waived in

C4-4A districts but ultimately varies by use.

Zoning Text Amendment

The proposed zoning text amendment, pursuant to *Appendix F* of the Zoning Resolution, would make the Rezoning Area a Mandatory Inclusionary Housing (MIH) area and would be mapped as Options 1 and 2. All residential developments, enlargements, and conversions within this MIH area must comply with the program by providing 25 percent of residential floor area as income-restricted dwelling units for residents with incomes averaging 60 percent AMI and below (Option 1) or 30 percent of residential floor area as income-restricted dwelling units for residents with incomes averaging 80 percent AMI and below (Option 2). 30 percent of residential floor area as income-restricted dwelling units for residents with incomes averaging 80 percent AMI and below (Option 2).

In addition to Options 1 and 2, there are two additional MIH Options: Deep Affordability (Option 3) and Workforce (Option 4). Under MIH Option 3, 20 percent of residential floor area is required as income-restricted dwelling units for residents with incomes averaging 40 percent AMI and below, with no units affordable to households earning more than 60 percent AMI. Under the Workforce option (Option 4), 30 percent of residential floor area is required as income-restricted dwelling units for residents with incomes averaging 115 percent AMI and below, with at least 5 percent affordable at 70 percent AMI and 5 percent at 90 percent AMI (Option 4, the Workforce Option). It should be noted that Options 1 and 2 are proposed at this time – however the ultimate MIH option is discretionary and subject to review by the City Council. At this time, the Proposed Development would comply with MIH under Option 1 by providing 96 permanently income-restricted dwelling units or 25 percent of the proposed 381 dwelling units. These units would be made permanently affordable to incomes averaging 60 percent AMI, with at least 10 percent of floor area at 40 percent AMI.

The zoning text amendment for MIH would make C4-4A districts applicable to MIH would increase the permitted residential FAR under the R7A equivalent from 4.0 FAR to 5.01 FAR, with the inclusion of qualifying affordable units.

The Proposed Actions would establish a new medium-density district that allows mixed-use buildings with increased residential capacity in a suitable location. The site is situated north and west of recently developed mid- and high-rise mixed-use buildings and adjacent to the recently approved Special Flushing Waterfront District (SFWD). The proposed C4-4A district would be consistent with the character of the surrounding area, which includes existing mid-rise apartment buildings and large-scale mixed-use developments planned under the SFWD. Given this context, the C4-4A district would enhance and activate an underutilized part of Flushing, bridging the gap between Downtown Flushing and the waterfront, consistent with the various land use plans and studies for the Downtown Flushing area since the 1990s, including the Flushing BOA study that

identified the Project Area for a change in zoning to enable mixed-use development and encourage more development and public space along the waterfront and in close proximity to Downtown Flushing.

Beyond complementing the evolving density and mixed-use nature of the area, the Proposed Actions would significantly increase housing capacity, providing much-needed new dwelling units for a range of income levels. Currently, the site is underdeveloped, featuring vacant lots and low-rise warehouse and commercial service buildings, which does not support a walkable pedestrian environment. The existing M1-1 zoning restricts residential development, preventing the area from realizing its full potential for added density and improved pedestrian conditions. Along with the new capacity for residential use, the buildings provide over 25,000 square feet in new private outdoor open spaces, as well as a new publicly accessible pocket park at 36th Avenue and Prince Street in approximately 3,000 square feet. Combined, these spaces would contribute to a demonstrated lack of such open spaces for residents of the surrounding area and improve the pedestrian realm between Downtown Flushing and the SFWD and planned waterfront public access.

Rezoning this site is appropriate given its location in Downtown Flushing—a densely developed, transit-rich, walkable and economically vibrant neighborhood. Over the past several decades, the area has experienced substantial residential and commercial growth, reflected in the surrounding built environment. Just south and east of the site, nearly every block features at least one mixed-use building reaching 14 stories (or more), reflecting the area's economic activity and strong transit access. The Main Street terminus of the NYC Transit 7 train is just a 5 minute walk southeast, with the Flushing LIRR station a few more minutes' walk, and numerous bus routes along the Main Street corridor. Additionally, the newly planned development in the SFWD further supports the area's transformation.

In summary, the Proposed Actions would introduce a well-integrated, contextually appropriate density between the Special FW District and Downtown Flushing. The rezoning would expand housing and commercial opportunities, including affordable units, while activating Bud Place with retail to enhance pedestrian activity. Compared to the current M1-1 zoning, which primarily supports vacant lots and low-rise industrial buildings, the proposed district would significantly improve urban design and land use at this key intersection. Additionally, the proposal would create much-needed open space, addressing a demonstrated need for both current and future residents.

8. Conclusion

The Proposed Actions—comprising a zoning map amendment and zoning text amendment—would transform an underutilized, industrially-zoned area of Flushing into a vibrant, mixed-use

district. By establishing a C4-4A district with MIH requirements, the proposal would unlock significant residential development potential while ensuring permanent affordability for low- and moderate-income households. This rezoning aligns with broader land use goals set forth in the Downtown Flushing planning framework and the Flushing Brownfield Opportunity Area study, advancing the vision of a more connected, livable, walkable and equitable neighborhood. The plan supports a dynamic urban environment by introducing over 25,000 square feet of private open space, a publicly accessible pocket park, and pedestrian-oriented ground-floor retail along Bud Place, where legacy warehouses currently inhibit pedestrian traffic. It also leverages proximity to robust public transit and builds upon the scale and character of adjacent developments, particularly those approved under the Special Flushing Waterfront District. Overall, the Proposed Actions would deliver much-needed housing, activate public space, improve land use conditions and walkability, while bridging a vital gap between the waterfront and Downtown Flushing's commercial core.