



CITY PLANNING COMMISSION

May 23, 2001/Calendar No. 20

C 000406 (A) ZMQ

IN THE MATTER OF a modified application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 9b:

- 1) changing from an M1-5 District to an M1-5/R7-3 District property bounded by:
 - a) 40th Road, Northern Boulevard, a line 180 feet southwesterly of 40th Road, and 29th Street;
 - b) 41st Avenue, 29th Street, a line 200 feet northeasterly of Queens Plaza North, and 23rd Street; and
 - c) a line 100 feet northeasterly of 42nd Road, 27th Street, 42nd Road, a line midway between Hunter Street and Jackson Avenue, 43rd Avenue, and a line midway between 24th Street and Crescent Street;

- 2) changing from an M1-5 District to an M1-5/R9 District property bounded by:
 - a) a line 200 feet northeasterly of Queens Plaza North, 29th Street, 41st Avenue, Hunter Street and its southwesterly prolongation, a line midway between the northeasterly street line of Queens Plaza North and the southwesterly street line of Queens Plaza South, 27th Street, a line 100 feet northeasterly of 42nd Road, a line midway between 24th Street and Crescent Street, 43rd Avenue, and 23rd Street; and
 - b) a line midway between Hunter Street and Jackson Avenue, 42nd Road, Jackson Avenue, Orchard Street and its southeasterly prolongation, the northwesterly property line of the Metropolitan Transportation Authority (MTA)/Long Island Rail Road right-of-way, Purves Street, Jackson Avenue, and 43rd Avenue;

- 3) changing from an M1-5 District to an M1-6/R10 District property bounded by a line 180 feet southwesterly of 40th Road, Northern Boulevard, 41st Avenue and its southeasterly prolongation, the northwesterly property line of the MTA/Long Island Rail Road right-of-way, Orchard Street and its southeasterly prolongation, Jackson Avenue, 42nd Road, 27th Street, a line midway between the northeasterly street line of Queens Plaza North and the southwesterly street line of Queens Plaza South, Hunter Street and its southwesterly prolongation, 41st Avenue, and 29th Street;

- 4) changing from an M1-4 District to an M1-5/R7-3 District property bounded by:

- a) 43rd Avenue, Hunter Street, 44th Road, and Crescent Street; and
 - b) Thomson Avenue, the northwesterly property line of the MTA/Long Island Railroad right-of-way, Crane Street and its southeasterly prolongation, a line 100 feet southeasterly of Jackson Avenue, Davis Street, and Jackson Avenue;
- 5) changing from an M1-4 District to an M1-5/R9 District property bounded by Purves Street, Thomson Avenue, and Jackson Avenue;
- 6) changing from an M1-4 District to an M1-6/R10 District property bounded by:
- a) 43rd Avenue, Crescent Street, 44th Road, and 23rd Street; and
 - b) 43rd Avenue, Jackson Avenue, a line 50 feet southerly of the northerly street line of 44th Drive, a line 50 feet southwesterly of the northeasterly boundary line of Capt. Malcolm. M. Rafferty Square, and Hunter Street and its southwesterly prolongation; and
- 7) eliminating from an existing R7A District a C2-5 District bounded by Jackson Avenue, Davis Street, a line 100 feet southeasterly of Jackson Avenue, and Crane Street;
- 8) changing from an R7A District to an M1-5/R7-3 District property bounded by Jackson Avenue, Davis Street, a line 100 feet southeasterly of Jackson Avenue, and Crane Street; and
- 9) establishing a Special Long Island City Mixed Use District (LIC) [formerly a Special Hunters Point Mixed Use District, (HP)] within the area bounded by 23rd Street, 41st Avenue, 29th Street, 40th Road, Northern Boulevard, 41st Avenue and its southeasterly prolongation, the northwesterly property line of the MTA/Long Island Rail Road right-of-way, Crane Street and its southeasterly prolongation, a line 100 feet southeasterly of Jackson Avenue, a line midway between Pearson Street and Davis Street, a line 375 feet southeasterly of Jackson Avenue, Pearson Street, Jackson Avenue, 43rd Avenue, Hunter Street, 44th Road, Crescent Street, a line 66 feet northerly of 44th Road, a line midway between 24th Street and Crescent Street, and 44th Road :

as shown on a diagram (for illustrative purposes only) dated March 30, 2001, and proposed for modification on March 26, 2001, pursuant to Section 2-06(c)(1) of the Uniform Land Use Procedure, Borough of Queens, Community Districts 1 and 2, and subject to the conditions of CEQR Declaration E-104.

The application for an amendment of the Zoning Map (C 000406 ZMQ) was filed by the Department of City Planning on February 29, 2000, to establish the Special Long Island City

Mixed Use District (LIC) in the core of Long Island City, extending diagonally along Jackson Avenue between Vernon Boulevard in the south to 41st Avenue in the north. The proposed special district would consist of the Hunters Point, Court Square and Queens Plaza subdistricts. The proposed rezoning area encompasses the eastern end of the Queensboro Bridge and contains portions of Community Districts 1 and 2 in western Queens.

On March 30, 2001, pursuant to Section 2-06 (c)(1) of the Uniform Land Use Review Procedure, the Department filed a modification (C 000406 (A) ZMQ) of the certified application for an amendment of the Zoning Map pertaining to three blocks located within the proposed Queens Plaza Subdistrict. The modified application (C 000406 (A) ZMQ) is the subject of this report.

RELATED ACTIONS

In addition to the amendment of the Zoning Map, which is the subject of this report, action by the City Planning Commission on the following applications is being considered concurrently with this application:

1. C 000266 MMQ Amendment of the City Map to eliminate, discontinue and close West Street, southeast of Jackson Avenue; the adjustment of grades necessitated thereby; and any acquisition or disposition of property related thereto;

2. N 000407(A) ZRQ Amendments to the Zoning Resolution concerning Article XI, Chapter 7, (Special Hunters Point Mixed Use District) and related sections, as modified, renaming such district the Special Long Island City Mixed Use District, and establishing new subdistricts and regulations;

3. C 000483 ZSQ Special permit, pursuant to Section 117-56, to allow an increase in the maximum floor area ratio from 5 to 8 and to modify the regulations of Section 117-531 (Street Wall Location), paragraphs (a) and (b), to allow

waiver of the required location of street walls to facilitate the construction of a commercial development on property located on the southerly side of Jackson Avenue between Crane and Davis streets in an M1-5/R7-3 District within the Special Long Island City Mixed Use District; and

4. C 010260 PPQ Disposition of city-owned property located at 28-10 Queens Plaza South, pursuant to zoning and with a requirement that in the event of future development, 1,150 public parking spaces shall be provided on the property.

BACKGROUND

The Department of City Planning is proposing amendments to the Zoning Map and Zoning Resolution that would provide important and innovative changes to land use regulations for 37 centrally located blocks in Long Island City and guide the development of a compact, well-defined business district with a lively and rich mix of uses. These blocks encompass a roughly triangular area situated at the eastern end of the Queensboro Bridge and bounded by 41st Avenue on the north, Sunnyside Yards on the east, and Crane and 23rd streets on the south and west. The proposed zoning changes would provide targeted increases in the maximum allowable densities for commercial and light industrial uses, allow new residential and community facility uses to mix with commercial and light industrial businesses which are already allowed, and establish urban design regulations to foster new development that responds to the area's diverse built fabric and enhances its distinct sense of place.

Long Island City is located near the geographic center of the City, encompassing the southwestern corner of Queens between the East River on the west, 37th Avenue on the north, 39th Street on the west and Newtown Creek on the south. It is bordered by the Ravenswood and Astoria neighborhoods to the north and the Sunnyside neighborhood to the east. The area includes the Dutch Kills and Hunters Point mixed residential, commercial and industrial

communities, as well as the Queensbridge Houses located just north of the Queensboro Bridge, between 21st Street and Vernon Boulevard. The area is bisected by the Sunnyside Yards, a 150-acre railyard complex, and it has a street network of intersecting grids.

In the late 19th Century, Long Island City was the commercial and civic hub of Queens County, featuring a bustling working waterfront and the western terminal of the Long Island Railroad, as well as the location of Queens County Supreme Court. For the first half of the 20th Century, the area had a concentration of heavy manufacturing and large-scale food production plants. Today, its economic activity has broadened to include light industrial, warehouse and automotive-related uses; the production of "soft" goods in film and television studios; support services, such as building and electrical contractors; commercial offices, such as the converted Queens Atrium Corporate Center; and the classrooms of LaGuardia College. This trend toward greater diversity of activity mirrors the City's overall experience during the same period.

The proposed zoning amendments culminate nearly two decades of zoning and economic analyses and land use studies that have recommended establishing a central business district in Long Island City. In particular, the proposed changes would implement a key land use recommendation stemming from the Department of City Planning's *Plan for Long Island City: A Framework for Development (Framework, 1993)*. The *Framework* study area encompassed nearly 190 blocks generally located between the East River on the west, 41st Avenue and Northern Boulevard on the north, 43rd and 39th streets on the east, and 48th Avenue and Newtown.Creek on the south. The *Framework's* analyses led to four land use and zoning recommendations for the Long Island City study area:

- Support light industrial development in the Hunter's Point Industrial Core, Newtown Creek, and Sunnyside Yard East areas by establishing low density light manufacturing zoning districts in these locations (implemented in 1995);

- Facilitate moderate and high density mixed use (industrial, commercial, community facility and residential) development on blocks located between Court Square and Queens Plaza to further the City's goal of increasing development opportunities outside of Manhattan (the subject of current amendments);
- Create new opportunities for housing and shops and other moderate density mixed use development in the Hunter's Point mixed use community by rezoning the neighborhood's principal retail streets and three blocks along the Sunnyside Yard between Davis and 11th streets (implemented in 1995); and
- Attract people to the East River waterfront by insuring a continuous esplanade at northern Hunter's Point and, in the long-term, develop zoning changes to provide new housing, institutional and low density retail uses (Waterfront Access Plan adopted in 1997).

Rezoning Area

The proposed amendments to the Zoning Map and related actions will support the City's efforts to establish a central business district in Long Island City's 37-block core, a roughly triangular area that possesses excellent mass transit access and has several large vacant or underused sites. Included within the core area are important transit stops at Court Square, at the southern end, and Queens Plaza at the north. Each block within the rezoning area, therefore, is within a ten minute walk of a subway station served by at least two of the following lines: E, F, G, R, N, or #7. Commuter rail access to the rezoning area will be improved significantly by 2010, when a new Long Island Railroad (LIRR) station in the Sunnyside Yards near Queens Plaza is scheduled to be completed as part of the LIRR's Grand Central Connection. The LaGuardia Airport access proposal would include a stop at the Queensboro Plaza subway station, further improving Long Island City's connection to the region's transportation network.

The boundaries of this business district are well-defined. On the east side are the ground level

railroad tracks of the Sunnyside Yards. On the west side is 23rd Street, which has the elevated structure of the #7 line running above most of its length adjacent to the rezoning area. On the north side is the tier of blocks along Queens Plaza North between 23rd Street and Northern Boulevard. The southern end of the roughly triangular district is anchored by the Court House Square/45th Road Station of the #7 line.

Near its southern end, the proposed business district area includes three blocks whose zoning designation was changed in 1986 to a high density, central business zone, a C5-3 District, that facilitated the construction of the 49-story Citibank building at Court Square. These blocks comprise the Court Square Subdistrict of the existing Special Hunters Point Mixed Use District (HP District). The Department's current rezoning proposal would retain the Court Square Subdistrict and underlying C5-3 zoning for these three blocks and amend the zoning designations for 34 additional blocks between Court Square and Queens Plaza, to be known as the Queens Plaza Subdistrict, to form the new Long Island City central business district.

The existing zoning on the 34 blocks to be added to the new central business district currently allows light manufacturing, semi-industrial and commercial uses. Twenty-three of the rezoning area blocks are zoned M1-5, a moderate density district that allows light manufacturing and most commercial uses in new developments at a maximum floor area ratio (FAR) of 5. Ten blocks are zoned M1-4, a low density district that allows similar uses, but at a maximum FAR of 2. One block at the southern end of the rezoning area contains frontage along Jackson Avenue which has residential and commercial zoning designations of R7A/C2-5 (4 FAR/2 FAR) and the remainder of the block is zoned M1-4.

About one-half of the land within the rezoning area is in light industrial use, including automotive repair and service uses. and one-third of the lot area is in commercial use. There are 14 public parking lots and garages within the rezoning area, with the largest parking facility being the four-story municipal garage located on a full block at 28-10 Queens Plaza South and

Jackson Avenue. This property is the subject of a concurrent application (C 010260 PPQ) filed by the Department of Citywide Administrative Services seeking the disposition of the garage property pursuant to zoning with a requirement that in the event of future development of the site, 1,150 public parking spaces shall be provided on the property. The rezoning area also contains approximately 350 scattered site dwelling units, in a mix of two- to six-story single family and walk-up apartment buildings.

In all, the rezoning area contains about 310 structures, reflecting a wide variety of building types and sizes. Although the 49-story Citibank building dominates vistas of the rezoning area, one- and two-story buildings predominate, accounting for more than 220 buildings. These structures contain automotive repair and service uses, building contractors, trucking and distribution uses, retail and office uses, as well as residences. Three- to six-story buildings, containing warehouses, light industrial lofts, offices and walk-up apartments, account for 80 buildings in the rezoning area. Prior to the construction of the Citibank building, the tallest building in the rezoning area was fourteen stories high, with only five buildings ranging between seven and fourteen stories in height. Four of these structures are offices generally dating from the first half of the 20th Century, and one is a self-storage building.

Proposed Zoning Map Amendment

The proposed Zoning Map amendment and related amendments to the Zoning Resolution (N 000407 (A) ZRQ) concern renaming the existing Special Hunters Point Mixed Use District (HP District) as the Special Long Island Mixed Use District (LIC District) and extending the newly renamed LIC District to all or portions of 35 blocks which are not located within the existing HP District. These added blocks are located generally along the Queens Plaza and Jackson Avenue/Court Square corridors between 23rd Street, 41st Avenue, 29th Street, 40th Road, Northern Boulevard, the Sunnyside Yard, Davis Street, Jackson Avenue, 43rd Avenue, Hunter Street, and 44th Road.

The Zoning Map amendment would also change the underlying zoning district designations on 33 blocks from M1-4, M1-5 and R7A/C2-5 districts to M1-5/R7-3, M1-5/R9 or M1-6/R10 districts. The boundaries of the proposed zoning districts relate to the boundaries of proposed areas within the Queens Plaza Subdistrict, and these areas are described further below in the Proposed Zoning Text Amendments section of this report. The use, bulk, and parking provisions of the proposed M1-6/R10, M1-5/R9 and M1-5/R7-3 districts are also described below since they would be supplemented by the related zoning text amendments. Two blocks currently zoned M1-5 and located between 23rd and 21st streets along Queens Plaza South are included within the proposed Special Long Island City Mixed Use District, but their zoning designation would be unchanged.

Proposed Zoning Text Amendments

The amendments to Article XI, Chapter 7 of the Zoning Resolution would change the name of the chapter from the Special Hunters Point Mixed Use District (HP District) to the Special Long Island City Mixed Use District (LIC District) and establish the Hunters Point, Court Square, and Queens Plaza subdistricts within the LIC District.

The Hunters Point Subdistrict would comprise blocks currently located within the HP District, except for portions of two blocks and one full block near the Citibank building that would become part of the Queens Plaza Subdistrict. The provisions of the HP District, which allow as-of-right industrial development and limited as-of-right residential and commercial development, would not be changed.

The Court Square Subdistrict would continue to be a three-block subdistrict with mandatory subway and pedestrian circulation provisions for eligible zoning lots and developments. The proposed zoning text amendments would replace the subdistrict’s use regulations with allowances for all uses typically allowed as-of-right in C5-3 districts, thereby eliminating the subdistrict’s restrictions on new residential and many commercial uses.

The Queens Plaza Subdistrict would consist of 34 blocks generally located between 23rd Street, 41st Avenue, 29th Street, 40th Road, Northern Boulevard, 41st Avenue, the Sunnyside Yard, Crane Street, Jackson Avenue, 44th Drive, Hunter Street, and 44th Road. The Queens Plaza Subdistrict would have special use, bulk, parking and loading, and urban design provisions that would supplement its underlying zoning districts. The subdistrict's provisions address the following objectives:

- ***Mixed Use Development.*** Light manufacturing and other industrial uses, as well as commercial, residential, and community facility uses, would generally be allowed as-of-right. These provisions would reflect the subdistrict's mixed-use character and facilitate 24-hour activities.
- ***Strong Relationship between Density and Transit.*** The highest allowable densities for new developments are proposed for blocks at Queens Plaza and Court Square, the subdistrict's two largest subway nodes.
- ***Variety of Building Types.*** The subdistrict's proposed height and setback provisions would replace current tower-in-the-park provisions with regulations to allow a broad range of building types, including towers-on-a-base and high lot coverage, high street wall buildings. These provisions reflect the subdistrict's diverse built fabric and would allow new buildings to provide spaces suited to a mix of uses.
- ***Pedestrian Improvements.*** Sidewalk widenings ranging from 20 to 50 feet would be mandatory on blocks at Queens Plaza and commercial uses required along many of such frontages. Transparent glazing, plantings or artwork would be required for ground floor portions of most new buildings.

Proposed Use Provisions

The Queens Plaza Subdistrict will allow a very broad range of uses, including commercial, light manufacturing, residential and community facility uses, in either mixed use buildings or single purpose structures. The use provisions of the Special Mixed Use District (MX District), adopted in 1997 as part of Citywide amendments to the Zoning Resolution, would apply to the Queens Plaza Subdistrict, except retail uses larger than 10,000 square feet would be allowed as-of-right. The subdistrict will have three underlying mixed use zoning designations that pair a light manufacturing district (M1) and a residence district (R): M1-6/R10, M1-5/R9 and M1-5/R7-3.

The mixed use provisions will provide a regulatory framework to insure the compatibility between industrial and residential uses. These provisions would ensure that all existing industrial businesses would remain conforming uses. For new establishments, all but three commercial and manufacturing uses listed in Use Groups 16 and 17 could locate within existing buildings as-of-right. Nearly two-thirds of these uses could also enlarge existing buildings or develop a new building as-of-right in the Queens Plaza Subdistrict. The remaining one-third of these uses could enlarge or develop a building in the subdistrict, as-of-right, as long as they do not use, emit, or store hazardous materials or substances above determined thresholds. If these uses exceed the thresholds for hazardous materials, they could locate as-of-right on a site that is not adjacent to a residential use.

In addition, the Queens Plaza Subdistrict's specialized use regulations feature several other provisions. Home occupations will be provided greater flexibility by allowing up to 49 percent of a dwelling unit to be used for such purposes and increasing the number of non-residential employees from one to three persons. To foster active ground floor portions of buildings, non-residential uses would be required on the ground floors of new buildings along Queens Plaza, Jackson Avenue, Northern Boulevard, Crescent Street, 41st Avenue and portions of 44th Drive and Thomson Avenue. The street frontage of building lobbies generally will be limited to 50 percent of the building's length along the street, and ground floor transparent glazing, plantings

or artwork would be required for all developments or ground level enlargements, except where more than 50 percent of the floor area would be occupied by a use listed in Use Groups 16 or 17. For developments or enlargements that meet the criteria for a sidewalk widening, uses on the ground floors of the buildings that front on the open space would be restricted to commercial uses.

The mixed use sign regulations established as part of the MX District provisions would also apply to the Queens Plaza Subdistrict. These regulations allow signs according to the provisions for C6-1 districts. Non-illuminated, illuminated and flashing signs would be allowed, but their maximum surface area would generally be limited to 500 square feet, and they could not be located more than 40 feet above curb level.

Proposed Bulk Provisions

The proposed bulk provisions of the Queens Plaza Subdistrict would allow a range of building densities and types corresponding to the following four areas comprising the subdistrict: Area A-1, Area A-2, Area B and Area C. Areas A-1 and A-2 are blocks centered around the Queens Plaza and Court Square transit hubs. Area A-1 consists of blocks at the eastern end of Queens Plaza, surrounding the intersection formed by Jackson Avenue and Queens and Northern boulevards. Area A-2 consists of a tier of blocks between Jackson Avenue and 23rd Street just north of the C5-3 District of the Court Square Subdistrict. Area B consists of blocks along the principal streets of the subdistrict, including portions of Queens Plaza leading to the Queensboro Bridge, blocks located along Jackson Avenue between Queens Plaza and Court Square, and rows of blocks along the east side of 23rd Street south of Queens Plaza.

Area C consists of three groups of blocks or portions of blocks. At the north end of the subdistrict are blockfronts located along 41st Avenue, adjacent to the Dutch Kills mixed-use community. These blockfronts are characterized by small scale commercial, light industrial and residential buildings built to between 1 and 3 FAR. A second group of blocks is located in the

center of the proposed subdistrict. These blocks consist of small zoning lots occupied by small residences and one- to two-story automotive repair and industrial buildings. The row of blocks between Jackson Avenue and the Sunnyside Yard extending from Thomson Avenue to Crane Street comprises the third group of blocks. Here the built form is varied and includes the Queens County Supreme Court buildings, several five- and six-story loft buildings, as well as rowhouses more closely related to the Hunter's Point mixed-use community.

The proposed Queens Plaza Subdistrict regulations would modify many of the bulk provisions of the three pairs of light manufacturing and residence zoning districts that would be designated for areas A-1, A-2, B, and C. In areas A-1 and A-2, an M1-6 District would be paired with an R10 District, and the maximum allowable density would be 12 FAR. High density development would be allowed as-of-right in these area and no bonus provisions for additional density would be applicable. Areas A-1 and A-2 could support high density development because their blocks are located at the Queens Plaza and Court Square subway stations, the subdistrict's two largest subway nodes, and they contain several large, underused sites. Included in Area A-1 is the Queens Plaza municipal parking garage, proposed for disposition in a related action (C 010260 PPQ), as well as the site of the proposed demapping of West Street (C 000266 MMQ). Both of these actions are likely to foster redevelopment of the subject properties.

In Area B, where an M1-5 District (5 FAR) would be paired with an R9 District (7.52 FAR), a maximum allowable density of 8 FAR would be established. This FAR level generally corresponds to the scale of the six- to ten-story pre-war office buildings and loft structures that comprise the most prominent buildings in Area B. Other portions of the Area B contain one- and two-story commercial and light industrial buildings, as well auto-related uses and parking lots.

In Area C, an M1-5 District would be paired with an R7-3 District and the maximum FAR would be 5. A lower density for development in Area C would allow infill developments on underused lots that would be harmonious with the generally smaller scale of existing buildings in the area.

The street walls of all new developments or enlargements fronting on a wide street (at least 75 feet in width) within the Queens Plaza Subdistrict would have to be located along the full length of the zoning lot line. Street walls of developments or enlargements on a narrow street could generally be located at the street line or within eight feet of the street line. Recesses would be allowed above the ground floor.

In the Queens Plaza Subdistrict, the height and setback provisions of the designated districts would be replaced by minimum and maximum base height provisions. In areas A-1 and A-2, the minimum base height would be 60 feet and the maximum base height would be 150 feet. In Area B, the minimum base height would be 100 feet and the maximum base height would be 150 feet. In Area C, the minimum base height would be 60 feet and the maximum base height would be 100 feet. Portions of new buildings in areas A-2, B, or C that exceed the maximum base height would be required to provide a setback of 15 feet if located on a narrow street or 10 feet if located on a wide street. In Area A-1, which consists of blocks at the eastern end of Queens Plaza, a setback of at least 15 feet on a narrow street and 10 feet on a wide street would be allowed, but not required, after the maximum base height. The flexible setback regulation would allow the possibility of constructing towers without setbacks on these blocks, surrounding an open area of nearly 400 feet in diameter formed by the convergence of Northern Boulevard, Queens Boulevard and Jackson Avenue.

Off-street Parking and Loading Provisions

In general, the Queens Plaza Subdistrict would be subject to the comprehensive off-street parking regulations of Article I, Chapter 3. According to these provisions, curb cuts for accessory off-street parking spaces are not allowed along major streets such as Jackson Avenue and Queens Plaza. The proposed text amendments include adding curb cut restrictions along Northern Boulevard, Crescent Street, 23rd Street, or within 40 feet of a zoning lot line along the Sunnyside Yard.

In addition, new commercial developments and enlargements in areas A-1 and A-2 containing at least 5 FAR would be required to provide secure, accessible space for indoor bicycle parking at a ratio of one square foot of bicycle parking area per 1,000 square feet of building floor area. Up to 25 percent of the bicycle parking area could be used for accessory facilities, such as changing rooms or showers. This provision would enhance the convenience of bicycle transportation as an alternative to automobile use.

Mandatory Subdistrict Plan Elements

Street tree planting and a central refuse storage area would be required of all developments or enlargements within the Queens Plaza Subdistrict, except where more than 50 percent of the floor area would be occupied by a use listed in Use Groups 16 or 17. Street trees would have to be planted in the public sidewalk area at a ratio of one tree per 25 linear feet of a zoning lot's street frontage. The required central refuse storage area would ensure that trash would be properly stored and screened from view.

In addition, a sidewalk widenings would be required for developments or enlargements of at least 3 FAR on four blocks at Queens Plaza (blocks 239, 263, 403, and 420) to provide additional pedestrian circulation space and landscaped seating areas adjacent to principal thoroughfares and elevated rail structures. Developments and enlargements on Block 403 would be required to provide a 20-foot wide sidewalk widening along Northern Boulevard, and developments or enlargements on Blocks 239 and 263 would be required to provide a 20-foot wide sidewalk widening along Queens Boulevard and approximately 1,500 square feet of additional circulation space at the southwest and northwest corners of these blocks. Developments and enlargements on Block 420, containing the Queens Plaza municipal garage, would be required to provide a 50-foot maximum width sidewalk widening along the Queens Plaza South frontage of the block. All of the required sidewalk widenings would have a tree planting requirement of one tree per 500 square feet of open space, a seating requirement of one linear foot of seating for every 150 square feet of sidewalk widening, and a lighting requirement of two horizontal foot candles

throughout the entire sidewalk widening. Other required features would include drinking fountains, outdoor bicycle racks, and one of the following three items: 1) prominent lighting of the architectural features of the upper stories of a building; 2) an ornamental water feature; or 3) artwork. Access requirements would ensure that the sidewalk widening is compliant with ADA requirements and accessible from an adjacent public sidewalk.

Special Permit Provisions

The regulations of the Queens Plaza Subdistrict would contain two special permit provisions. A special permit provision would be established in Section 117-56 applicable to zoning lots of at least 50,000 square feet on blocks 403 and 86/72 in Area C to allow an increase of up to 3 FAR and a modification of the street wall location provisions if a publicly accessible open area of not less than 20,000 square feet is provided and the City Planning Commission finds that the open area provides recreational opportunities for the community; the portion of the building adjacent to the open area is occupied by a use or treatment that complements the open space; and the modification in the street wall requirements is necessary to accommodate the publicly accessible open area and will result in a better site plan. This special permit is the only floor area bonus mechanism of the subdistrict. The provision of open space on these two blocks at the northern and southern ends of the subdistrict would serve the needs not only of workers and visitors to the new developments on the sites and adjoining blocks, but the new amenities would also address the open space needs of residents in the nearby mixed use neighborhoods of Dutch Kills and Hunter's Point.

In a related action, an application (C 000483 ZSQ) was submitted seeking the special permit for the additional floor area of 3 FAR for Block 86/72. A commercial building of predominantly office use and containing approximately 980,000 square feet is proposed to occupy a zoning lot encompassing nearly all of Block 86/72. This block is located on the east side of Jackson Avenue, bounded by Davis Street and the elevated rail tracks of the #7 line to the north, the Sunnyside Yards to the east and Crane Street to the south. It is the southernmost block in the

Queens Plaza Subdistrict, and it is located cater-corner to the PS 1 Contemporary Art Center. The applicant proposes to develop approximately 45,000 square feet of publicly open space on the zoning lot, with a large single open area of nearly 18,250 square feet and widened and landscaped pedestrian circulation space running along the Crane and Davis street frontages. The applicant seeks a waiver of street wall location requirements for the development along Crane and Davis streets to provide the additional pedestrian space.

A second special permit provision is proposed as part of the Queens Plaza Subdistrict regulations. Contained in Section 117-533, this special permit would allow the City Planning Commission to modify the use and bulk provisions of the subdistrict (except floor area ratio). The Commission would have to find that the requested use changes would support a lively pedestrian environment, or are necessary for the programmatic needs of the developments, and determine that any requested bulk modifications provide for a better distribution of bulk on the zoning lot and achieve a more harmonious building design.

Modifications to the Original Application

On March 26, 2001, the Department of City Planning recommended and the City Planning Commission proposed, pursuant to Section 2-06 (c)(1) of the Uniform Land Use Review Procedure, modifications (C 000406 (A) ZMQ) to the certified application. The modifications to the regulations of the Queens Plaza Subdistrict included: (1) establishing revised maximum allowable densities on three blocks; (2) establishing a minimum required street wall height of 23 feet for buildings developed along narrow streets (widths less than 75 feet); (3) increasing from 100 to 250 the maximum number of accessory parking spaces that each development may provide; and (4) adding a public parking requirement to the proposed special permit which allows the maximum building bulk to be increased from an FAR of 5 to 8 for two locations within Area C of the subdistrict. The modifications would enhance redevelopment opportunities in appropriate locations, provide more flexible zoning regulations, and support the needs local residents and businesses.

Density

The Department reviewed criteria used to identify sites within the subdistrict appropriate for the highest allowable density, 12 FAR. Sites needed to be at least 50,000 square feet in area, largely occupied by one- or two-story non-residential buildings or parking uses, proximate to mass transit stations and in locations adjacent to other sites envisioned for redevelopment, thereby, complementing the rezoning strategy of centralizing areas of highest density. After applying these criteria, two additional locations were identified as being appropriate for having the highest allowable density: Block 422 at Queens Plaza and Block 433 at Court Square.

Block 422 is located immediately to the west of the Queens Plaza municipal parking garage along Queens Plaza South. The block has a total area of 59,380 square feet, and it generally consists of one- and two story buildings with retail, office and light industrial uses, as well as several accessory parking lots. The modification would replace the originally proposed split zones allowing 8 FAR and 5 FAR with a single zoning designation (M1-6/R10) allowing a maximum density of 12 FAR.

Block 433 lies along the west side of Jackson Avenue between 44th Drive and 43rd Avenue immediately northeast of the Citibank building. The modification would extend the 12 FAR segment, originally proposed for the block's southern half, over the entire block. The block has a total area of 71,003 square feet. The block largely consists of one- and two-story buildings containing retail, office light industrial and automotive repair uses, although three four-story buildings with upper floor apartments are located at the northeast corner of the block.

In conjunction with these changes, the density is proposed to be reduced on one block along Queens Plaza North. Block 418 lies at the eastern end of Queens Plaza North between 41st Avenue and 29th Street. It shares several characteristics with portions of adjacent blocks proposed for 8 FAR, including the presence of a high lot coverage, pre-war office building on a substantial portion of the block. Its overall area of just over 41,000 square feet makes it much

smaller than other blocks proposed for 12 FAR, and it is highly irregular in shape, with a narrow frontage along Queens Plaza North. Under the modification, the maximum allowable density on the block would be reduced from 12 FAR to 8 FAR.

Minimum Required Street Wall Heights

The original street wall regulations for the Queens Plaza Subdistrict did not distinguish between wide and narrow street contexts in terms of the minimum required building height before a setback could be provided. Regulatory distinctions between principal streets and side streets are commonly provided in zoning guidelines for central business districts. For most areas of the Queens Plaza Subdistrict, the original application set a minimum base height at 60 feet; within Area B the minimum base height was 100 feet.

Yet, the built condition of the subdistrict does not correspond closely to the uniform and relatively tall street wall heights of the original regulations. A substantial majority of the buildings having street walls lower than these heights, with more than 70 percent of them containing two stories or less. The original street wall regulations did not provide flexibility for new developments to adequately respond to the range of surrounding building heights and provide lower portions on narrow streets and taller portions on wide streets. The lowered portions along narrow streets would provide more light and air to the street and adjoining buildings. A broader range of the street wall regulations would also likely enhance the ability to develop mixed use buildings having a variety of space needs.

Under the modification, the required base height for street walls for new buildings along narrow streets (widths less than 75 feet) in all areas of the Queens Plaza Subdistrict would be lowered to a minimum of 23 feet, generally matching the heights of two-story buildings in the subdistrict. The maximum heights of street walls along narrow streets would be retained at 100 feet for Area C and 150 feet for Area A-2 and Area B. The street wall requirements for buildings along wide streets (75 feet or more in width) would be unchanged.

Accessory Parking

The original accessory parking provisions of the Queens Plaza Subdistrict allowed a maximum of 100 as-of-right accessory spaces for most developments. On two sites, the Queens Plaza municipal garage site (subject of the related disposition application, C 010260 PPQ) and the QP Marketplace site on the opposite side of Jackson Avenue (subject of the related demapping of West Street, C 000266 MMQ), the maximum number of accessory spaces was set at 200. Any future redevelopment of the municipal garage site would have to provide 1,150 public parking spaces to replace existing spaces as a requirement of the proposed disposition.

The redevelopment of current parking sites, other than the municipal garage, however, would not be required to replace existing spaces. As a consequence, redevelopment is likely to reduce the future supply of parking in the area, which currently has a relatively high level of demand. The demand on parking spaces would be further exacerbated by the parking needs of new developments, even though the rezoning area has excellent mass transit access. In order to reduce the added demand on the likely reduced supply of available parking in the area, the modification would allow, but not require, new developments to provide up to 250 accessory parking spaces, instead of 100 or 200 spaces as originally proposed. This change is expected to contribute to smaller increases in on-street parking demand and alleviate, to an extent, the need for cars to circulate on area streets searching for parking or parking illegally as might otherwise occur.

Public Parking Requirement

The proposed modification to increase accessory parking provisions would not in itself assure that the existing supply of public parking spaces in the area would be maintained over time, as well-used surface parking lots are redeveloped. Provision of an adequate supply of off-street public parking spaces is an important feature for visitors and shoppers patronizing businesses in a nascent central business district setting, even one well-supported by public transportation. Yet, owing to the heavily used principal roadways in the Queens Plaza Subdistrict, the location of

such parking facilities must also not exacerbate traffic flows through critical intersections in the core of the area. The best strategic locations for public parking facilities, therefore, would be at the edges of the subdistrict where cars seeking parking in the area would be intercepted before entering the most heavily used intersections.

The Department examined sites in the rezoning area that would meet the locational rationale that such interceptor parking facilities be located at the edges of the Queens Plaza Subdistrict. The best sites, positioned at the northern and southern ends of the district, had already been proposed in the original application to be eligible for the subdistrict's sole bonus mechanism, to allow, by special permit, an increase in maximum density from 5 FAR to 8 FAR with a requirement to provide a publicly-accessible open area of at least 20,000 square feet. The modified requirements of this special permit would include the provision of a public parking garage with a minimum of 250 spaces. As part of its findings, the Commission would have to consider that the public parking garage is designed so that it will not adversely affect the design or use of the public open area. The two sites for the special permit are substantially large enough (each is over 120,000 square feet) to adequately provide the public open area and the public parking garage.

ENVIRONMENTAL REVIEW

This application (C 000406 (A) ZMQ), in conjunction with the applications for the related actions (C 000266 MMQ, N 000407 (A) ZRQ, C 000483 ZSQ, and C 010260 PPQ), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA) and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq., and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 00DCP055Q. The lead agency is the City Planning Commission.

After a study of the potential environmental impacts of the proposed actions, it was determined that the proposed actions may have a significant effect on the environment and that an

environmental impact statement would be required for the following reasons:

The actions, as proposed, may result in substantial changes related to land use, zoning, and public policy.

- The actions, as proposed, may result in substantial changes related to socioeconomic conditions.
- The actions, as proposed, may result in substantial changes related to community facilities and services.
- The actions, as proposed, may result in substantial changes related to open space and recreational facilities.
- The actions, as proposed, may result in substantial changes related to historic and archaeological resources.
- The actions, as proposed, may result in substantial changes related to the urban design and visual resources.
- The actions, as proposed, may result in substantial changes related to neighborhood character.
- The actions, as proposed, may result in substantial changes related to hazardous materials.
- The actions, as proposed, may result in substantial changes related to the Waterfront Revitalization Program.

- The actions, as proposed, may result in substantial changes related to infrastructure and energy.
- The actions, as proposed, may result in substantial changes related to natural resources.
- The actions, as proposed, may result in substantial changes related to traffic and parking as well as pedestrian and transit trips.
- The actions, as proposed, may result in substantial changes related to mobile and stationary source air quality.
- The actions, as proposed, may result in substantial changes related to noise.
- The actions, as proposed, may result in substantial changes related to construction activities.

A Positive Declaration was issued on March 24, 2000 and distributed, published and filed for the proposed actions (ULURP numbers: 000266 MMQ, 000406 ZMQ, 000407 ZRQ, 000483 ZSQ, and 010260 PPQ). A public scoping meeting was held on the Draft Scope of Work on April 24, 2000. A Final Scope of Work was issued on December 22, 2000.

The lead agency prepared a Draft Environmental Impact Statement (DEIS), and a Notice of Completion for the DEIS was issued on December 22, 2000. Pursuant to the SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on April 11, 2001 and the hearing was continued on April 25, 2001, in conjunction with the public hearings on the related Uniform Land Use Review Procedure (ULURP) applications (N 000407 ZRQ, N 000407 (A) ZRQ, C 000483 ZSQ, C 000406 ZMQ, C 000406 (A) ZMQ, C 000266 MMQ, and C 010260

PPQ).

It should be noted that prior to the public hearing on the DEIS, applications were filed to modify the proposed text and map amendments (C 000407 (A) ZRQ and N 000406 (A) ZMQ) and to revise the proposed special permit (C 000483 ZSQ). The actions as originally proposed are analyzed in the Final Environmental Impact Statement (FEIS) as the proposed actions; the modified and revised actions are analyzed as the Queens Plaza Subdistrict Zoning Alternative.

The FEIS was completed and a Notice of Completion on the FEIS was issued on May 11, 2001. The Notice of Completion for the FEIS identified significant adverse impacts and proposed mitigation measures for those impacts, as described below.

Potential Impacts and Proposed Mitigation Measures for the Proposed Actions

The FEIS discloses that the proposed actions could facilitate up to about 5 million square feet of new high-rise office space in the rezoning area over the next 10 years. It assumed that sites located in the areas to be rezoned to a maximum 12.0 FAR would be the first to see new construction of office development, together with approximately 100,000 square feet of retail space and accessory and public parking. Sites of potential office development include the Municipal Garage site, the subject of the related action C 010260PPQ; the QP Marketplace site, which includes the street bed proposed for demapping as part of related action C 000266 MMQ; and the Special Permit site, the subject of related action C 000483 ZSQ. The potential office development sites are identified in the table below:

2010 Development Scenario: Potential Sites of New Office Construction

Site	Block(s)	Lot(s)	Existing Lot Area	Potential New Office Space	Ground-Floor Retail Space	On-Site Parking Spaces
Queens Plaza Vicinity						
Municipal Garage Site	420	1	126,130	1,488,000	25,000	max 200**
QP Marketplace Site	263	1, 9	125,200	1,475,000	25,000	max 200
	264	1, 14, 17				
Court Square Vicinity						
Block 435 Site	435	13, 28, 29	49,333	577,000	15,000	max 100
Block 428 Site	428	1	37,000	286,000	10,000	max 100
Special Permit Site*	86	1, 6, 7, 8, 22	128,127	1,000,016	25,000	max 100
	72	80				
Notes: All areas are given in square feet. * The Special Permit site is being considered as a potential commercial site to be constructed with Special Permit permitting a maximum FAR of 8.0. For purposes of EIS analysis, the site also includes the two lots that are on the block but not included in the current Special Permit application and assumes 25,000 sf of ground-floor retail use. ** In addition, approximately 1,150 existing public parking spaces would be replaced on-site.						

The FEIS estimates that an additional 250,000 square feet of space in existing commercial and/or manufacturing structures located within the rezoning area would to be returned to full commercial tenancy by 2010 as new commercial development takes place. It is also projected that the proposed actions could also result in the development of up to 300 residential dwelling units on various sites throughout the rezoning area (potential sites are listed in the table below); approximately 180,000 square feet of community facility (school) space at a site located on Block 33, Lot 33; and a 100,000-square-foot department store-type use within an existing building located at Block 416, Lot 34.

2010 Development Scenario: Potential Sites of New Residential Development

Block	Lot	Existing Lot Area (square feet)	Maximum Potential New Units
North of Queens Plaza: 41st Avenue from 23rd to 29th Streets			
413 (23rd to 24th Streets)	22	8,226	40
	27	7,575	38
	16	7,506	37
	32	6,307	31
	37	7,074	35
414 (24th to Crescent Streets)	23	30,102	150
	35	20,068	100
	17	7,523	37
415 (Crescent to 27th Streets)	24	5,000	25
	26	5,000	25
	28	5,000	25
416 (27th to 28th Streets)	28	10,017	50
	32	5,008	25
417 (28th to 29th Streets)	20	5,000	25
	14	5,000	25
South of Queens Plaza: Hunter Street			
432 (east side of Hunter Street)	47	7,500	37
	38	7,500	37
431 (west side of Hunter Street)	17	8,000	39
	7, 8, 27	5,060	25
422 (west side of 28th Street)*	31	9,000	40
Note: * Conversion, rather than new construction.			

OPEN SPACE

The proposed actions would bring approximately 14,553 new workers as well as some new residents to an area that is currently experiencing a shortage of open spaces according to the City's guidelines. The new population brought by the actions would increase the demand for passive open spaces in an area where few such spaces exist. With the proposed actions and no development on the Special Permit Site, the ratio of passive open space per 1,000 workers for the ¼-mile study area would decrease by nearly 38 percent, to 0.05 acres per 1,000. Thus, the addition of new workers as a result of the proposed actions would result in a significant adverse impact on open space resources. The addition of new residential units as a result of the rezoning and related actions would not result in significant adverse impacts on open space resources.

With the development of the Special Permit site as well as the other proposed actions, the proposal would also decrease the open space ratios in the ¼-mile study area and therefore would result in significant adverse impacts on passive open spaces. With the proposed actions and the Special Permit, the ratio of passive open space per 1,000 workers for the ¼-mile study area would decrease by 14 percent, to 0.07 acres per 1,000 workers.

Between DEIS and FEIS, DCP and the New York City Department of Parks and Recreation (DPR) examined the possibility of mitigating this impact by upgrading open spaces in the vicinity of the rezoning area. However, neither of the two primary open spaces in the vicinity—Court Square Park and Citibank Plaza—present opportunities for upgrading or improvement. They are both in good repair and contain ample seating areas and opportunities for passive recreation. Therefore, mitigation of this impact would not be feasible and it would remain an unmitigated adverse impact.

CULTURAL RESOURCES

The proposed actions could result in significant adverse impacts to archaeological resources. Significant impacts would potentially only result from site disturbance associated with development of the QP Marketplace Site (Blocks 263 and 264), which would require the demapping of West Street to facilitate construction. Specifically, portions of West Street and Block 264 on that site may be sensitive for a cemetery relating to the Van Alst family. Since the cemetery is on a potential development site, it is not likely that the cemetery site could be avoided during project construction. Therefore, additional work, first in the form of new continuous soil borings, and then Stage 1B testing, would be undertaken at the site to avoid any significant adverse impacts. Soil borings would be conducted to determine subsurface conditions, such as fill layers, with the locations of borings approved by an archaeologist prior to their execution. Based on these results, Stage 1B testing would be undertaken in the potentially sensitive areas. The testing phase would first include the preparation of a testing protocol by a professional archaeologist, to be reviewed and approved by LPC prior to implementation. Testing would be conducted by a professional archaeologist, and appropriate research issues would be formulated in the event of a discovery. Since it would not be possible to test the entire potentially sensitive area, it is likely that on-site monitoring by an archaeologist during To ensure that the recommendations set forth in the Stage 1A Documentary Study prepared for

the site and described above are followed, the mapping agreement in connection with Map No. 4953 eliminating, discontinuing and closing West Street, east of Jackson Avenue, shall state the following: that the map shall not be filed with the appropriate agencies until the applicant, subject to review and approval of LPC, has completed the testing, the necessary mitigation, if required, and LPC issues a Letter of Satisfaction to the Department of Buildings. The necessary mitigation measures must comply with the penal code and the New York Archaeological Standards (NYAS) 1994, that state that any lineal descendants must be contacted—should any remains be encountered—so that such remains may be properly handled.

HAZARDOUS MATERIALS

Based on Phase I Environmental Assessments completed for the development sites, analyses have not ruled out the potential presence of hazardous materials on any of the development sites. The materials could include petroleum based, non-petroleum based, or both. Consequently, the proposed zoning map actions include (E) designations for all potential development including the lots on the Special Permit site, a total of 40 lots in all. A complete list of the affected sites and a summary of the basis for the designations is provided in the table below. The placement of the (E) designations on the zoning map would eliminate the potential for significant adverse impact from hazardous materials and would ensure that appropriate testing and remediation, if needed, would be undertaken. The text of the (E) designation is as follows:

Due to the possible presence of hazardous materials on the aforementioned designated sites there is the potential for contamination of the soil and groundwater. To determine if contamination exists and perform any appropriate remediation, the following tasks must be undertaken by the fee owner(s) of the lot restricted by this (E) designation prior to any demolition or disturbance of soil on the lot.

TASK 1

The fee owner(s) of the lot restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all

relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to New York City Department of City Planning (NYCDEP) for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from NYCDEP. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by NYCDEP upon request.

TASK 2

A written report with findings and a summary of the data must be presented to NYCDEP after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by NYCDEP if the results indicate that remediation is necessary.

If NYCDEP determines that no remediation is necessary, written notice shall be given by NYCDEP.

Table S-3
Identified Potential for Contamination
on Development Sites

Potential Development Sites	Block	Lot	Identified Potential for Contamination	
			Petroleum	Non-Petroleum
Residential	413	16		X
	413	22	X	X
	413	27	X	X
	413	32	X	X
	413	37	X	X
	414	17	X	X
	414	23	X	X
	414	35	X	X
	415	24		X
	415	26		X
	415	28	X	X
	416	28		X
	416	32		X
	417	14	X	X
	417	20	X	X
	422	31	X	X
	431	7		X
	431	8		X
	431	17		X
	431	27		X
432	38		X	
432	47	X	X	
Office	263	1	X	X
	263	9	X	X
	264	1	X	X
	264	14	X	X
	264	17	X	X
	420	1	X	X
	428	1	X	X
	435	13		X
	435	28	X	
435	29	X		
School	432	8	X	X
Retail	416	10	X	X
Special Permit (Office)	86	1, 6, 7, 8, 22	X	X
	72	80		

If remediation is necessary according to test results, a proposed remediation plan must be submitted to NYCDEP for review and approval. The fee owner(s) of the lot restricted by this (E) designation must perform such remediation as determined necessary by NYCDEP. After completing the

remediation, the fee owner(s) of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

A NYCDEP-approved construction-related health and safety plan would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This Plan would be submitted to NYCDEP for review and approval prior to implementation.

TRAFFIC AND PARKING

The proposed actions would affect traffic at various intersections throughout the rezoning area and immediate vicinity. Future traffic levels of service under the proposed actions would have significant traffic impacts at the vast majority of the signalized intersections analyzed—at 21 of the 27 intersections analyzed in the AM peak hour, 15 of the 28 analyzed at midday, and at 20 of the 28 analyzed in the PM peak hour. (One intersection—Thomson Avenue at the entrance to the upper level of the Queensboro Bridge—has no conflicts in the morning since the upper level is operated entirely inbound toward Manhattan, so it is not “analyzed” under that condition.) Seven of the eight unsignalized intersections would continue to operate at clearly acceptable level of service A, without any significant impacts; one unsignalized intersection (Jackson Avenue and 46th Road) would be significantly affected in all three analysis peak hours.

Table S-9 summarizes impacted locations and their ability to be mitigated. The mitigation measures are summarized below.

Table S-9

Significant Traffic Impact Mitigation Summary

Signalized Intersections	AM	Midday	PM
No Significant Impact	7	12	8
Mitigated Impact	16	14	13
Partially Mitigated Impact	3	1	4
Unmitigated Impact	2	1	3
Notes: Seven of the eight unsignalized intersections would not be significantly impacted during any of the analysis hours. One unsignalized intersection (Jackson Avenue and 46th Road) would be significantly impacted during all three analysis hours and could be mitigated by the installation of a traffic signal; projected volumes on the "minor street" (46th Road) do not appear to be sufficient to warrant a traffic signal, in which case the impact would be unmitigated.			

Jackson Avenue/11th Street/Pulaski Bridge; Proposed mitigation includes: (a) direct all traffic making right turns from the Pulaski Bridge to exit off of the bridge onto the service road adjacent to it, and provide these right turns with sufficient green time to accommodate them; (b) make the left lane approaching Jackson Avenue on the bridge into a left turn only lane; (c) add north- and westbound lead phases to the signal phasing, change the signal cycle length from 120 to 90 seconds in the AM peak period, and re-allocate signal timings; (d) re-stripe the westbound Jackson Avenue approach to provide three 10-foot travel lanes; and (e) prohibit parking along the eastbound Jackson Avenue approach and re-stripe it for a left turn only lane and two other lanes.

Jackson Avenue/21st Street; Proposed mitigation includes: (a) shift the centerline of the avenue slightly to allow for three 12-foot lanes in each direction (including the existing left-turn lanes); (b) add an eastbound/westbound Jackson Avenue left turn phase, change the signal cycle length from 120 to 90 seconds during the AM peak period, and re-allocate signal timings; and (c) prohibit parking along eastbound Jackson Avenue and enforce parking prohibitions along southbound 21st Street.

Jackson Avenue/23rd Street; Proposed mitigation includes: (a) prohibit parking along northbound Jackson Avenue to gain an additional travel lane, with each approach having a left turn only lane and two general travel lanes; (b) shift the Davis Street centerline and re-stripe its approach from one 13-foot lane to two 10-foot lanes; and (c) add an exclusive left turn phase

for Jackson Avenue left turns, change the cycle length from 120 to 90 seconds in the AM peak period, and re-allocate signal timings.

Jackson Avenue/42nd Road: Proposed mitigation includes: (a) prohibit parking along northbound Jackson Avenue to gain an exclusive left-turn lane in addition to the two regular travel lanes; (b) re-stripe the southbound Jackson Avenue approach to provide one exclusive right-turn lane (onto 42nd Road and toward the garage entrance) and two regular lanes; (c) prohibit parking along eastbound 42nd Road and re-stripe the eastbound approach from one 19-foot lane (including parking) to two 11-foot travel lanes (without parking); and (d) add a new lead left turn signal phase for northbound Jackson Avenue, allow right turns from eastbound 42nd Road to proceed concurrently with the northbound left turn lead phase, change the signal cycle length from 120 to 90 seconds in the AM peak period, and re-allocate signal timings.

Jackson Avenue/43rd Avenue/Purves Street: Proposed mitigation includes: (a) prohibit parking along northbound Jackson Avenue and shift the centerline of the street to provide left-turn lanes in each direction; and (b) change the signal cycle length from 120 to 90 seconds in the AM peak period and re-allocate signal timings.

Jackson Avenue/44th Drive: Proposed mitigation includes: (a) prohibit parking along northbound Jackson Avenue and shift the centerline to add a left-turn lane along each approach; (b) re-stripe the lanes on east- and westbound 44th Drive so that the eastbound approach has an exclusive left turn lane and two general traffic lanes, and the westbound approach has one shared left turn/through lane and one right turn only lane; and (c) add a lead southbound Jackson Avenue signal phase and a lead eastbound 44th Drive signal phase, change the signal cycle length from 120 to 60 seconds in the AM peak period, and re-allocate signal timings.

Jackson Avenue/46th Road: This unsignalized intersection would require installation of a traffic signal to process left turns from eastbound 46th Road onto Jackson Avenue. Significant traffic impacts would be fully mitigated. However, a signal warrant analysis was conducted according to NYCDOT procedures. It was determined that projected traffic volumes on the “minor street” (46th Road) would not be sufficient to warrant a traffic signal.

Jackson Avenue/Queens Plaza East/Queens Boulevard: Proposed mitigation includes: (a) prohibit all left turns (currently, only left turns from northbound Jackson Avenue and eastbound Queens Plaza South are prohibited) and prohibit right turns from southbound Queens Plaza East

onto Queens Plaza North; (b) designate the right-most lane on northbound Jackson Avenue as a shared through/right-turn lane rather than as an exclusive right-turn lane; (c) prohibit parking along the east side of Queens Plaza East on the far side of the intersection so that there would be three northbound through lanes available at all times; and (d) eliminate the lead westbound signal phase and the lag southbound signal phase, which would no longer be necessary without left turns from these approaches, and re-allocate signal timings. Significant traffic impacts would be fully mitigated with these measures in place.

21st Street/44th Drive: Proposed mitigation includes: (a) re-stripe the southbound 21st Street approach to provide two 12-foot travel lanes; and (b) change the signal cycle from 120 to 90 seconds and re-allocate signal timings. Significant traffic impacts would be fully mitigated with these measures in place.

21st Street/Queens Plaza South: Proposed mitigation includes adding a lead southbound 21st Street lead signal phase and re-allocating signal timings in the PM peak period. Significant traffic impacts would be fully mitigated with these measures in place.

Queens Plaza North at Crescent Street, 28th Street, and JFK Commuter Plaza, and Crescent Street at 41st Avenue: The proposed actions would generate a relatively modest volume of traffic through these intersections oriented to the retail uses anticipated to emerge along 41st Avenue. Due to the level of congestion prevalent in this area, it is either not possible to mitigate conditions at all four intersections or, if mitigation is theoretically needed at just one or two of these intersections, it would be unrealistic to assume that “real” mitigation exists if the incremental volume of traffic is merely processed a few hundred feet ahead to another intersection where it could not be processed.

Queens Plaza North and 23rd Street: Signal timing changes could mitigate impacts at this location, which are anticipated only for the midday peak hour.

Northern Boulevard/Queens Plaza North/Queens Plaza East: A substantial mitigation package has been tested at this location and could only partially mitigate traffic impacts during each of the three analysis hours. This set of mitigation measures includes: (a) re-channelize southbound Northern Boulevard to separate the two right-turn lanes heading toward the Queensboro Bridge from the two through lanes proceeding directly south toward the Jackson Avenue corridor, allowing traffic enforcement agents posted at this location to advance the through traffic lanes

while holding the right-turn lanes, and allowing the through lanes to utilize unused green signal time otherwise allocated to 41st Avenue traffic or northbound Queens Plaza East traffic; (b) relocate the pedestrian crosswalk from the immediate north side of the intersection to a midblock location slightly north of the intersection, with signal control of the new pedestrian crossing location; and (c) prohibit southbound left turns toward 41st Avenue in the PM peak hour.

Northern Boulevard/31st Street; Proposed mitigation at this location would include: (a) re-stripe the westbound Northern Boulevard approach to create three 11-foot travel lanes by using a portion of the painted median; (b) designate the left-most lane of the westbound approach for through traffic not destined to the Queens Plaza/Queensboro Bridge area (for the AM and midday periods) so these through traffic volumes to sites south of Queens Plaza would not be subjected to the congested conditions characterizing access to the bridge (this would require a variable-message sign that can change the designated use of this lane by time of day); and (c) re-allocate signal timings.

Van Dam Street at Borden Avenue and at the LIE Westbound Exit Ramp; Proposed mitigation includes: (a) re-stripe the westbound exit ramp from the LIE to provide a right turn only lane along with two regular travel lanes; (b) post a traffic enforcement agent at this location to enforce the “No Left Turn” prohibition from the westbound LIE exit roadway onto southbound Van Dam Street; and (c) change the signal cycle from 120 to 90 seconds and re-allocate signal timings.

Hunters Point Avenue/Greenpoint Avenue; Proposed mitigation includes: (a) eliminate the 6-foot-wide cross-hatched area that narrows Hunters Point Avenue down to a single westbound lane approaching Greenpoint Avenue, and provide a 10-foot-wide shared left turn/through lane and a 10-foot-wide right turn only lane; and (b) change the signal cycle length from 90 to 60 seconds, modify the signal timings, and add a southbound lead phase in the AM peak hour and an eastbound lead phase in the PM peak hour.

Van Dam Street/Hunters Point Avenue; Proposed mitigation includes: (a) offset the Hunters Point Avenue centerline to provide a second westbound travel lane; (b) offset the Van Dam Street centerline to provide a northbound left-turn lane in addition to the existing travel lanes; (c) prohibit parking along the southbound Van Dam Street and eastbound Hunters Point Avenue

approaches; and (d) change the signal cycle length from 120 to 90 seconds during the AM peak hour, adding a new northbound lead phase, and re-allocating signal timings.

Hunters Point Avenue/Skillman Avenue: Proposed mitigation at this location includes: (a) re-stripe Hunters Point Avenue to provide two west- and one eastbound lane (in place of the existing one west- and two eastbound lanes); (b) add a new eastbound lead phase and re-allocate signal timings.

- Hunters Point Avenue/21st Street: Proposed mitigation includes: (a) shift the Hunters Point Avenue centerline and re-stripe the eastbound approach from one 15-foot-wide travel lane to an 11-foot-wide lane and the westbound approach from two 10-foot-wide lanes to two 12-foot-wide lanes; (b) shift the 21st Street centerline and re-stripe the northbound approach from one 17-foot-wide lane to one 12-foot-wide lane, and the southbound approach from one 11-foot-wide lane to two 10-foot-wide lanes; (c) prohibit parking along the east side of 21st Street north of Hunters Point Avenue; and (d) re-allocate signal timings.

Van Dam Street/Thomson Avenue/Queens Boulevard: Proposed mitigation includes: (a) offset the centerline of Van Dam Street south of Thomson Avenue to add a northbound lane, thus providing two left-turn lanes and two general traffic lanes; (b) prohibit parking along the west side of Van Dam Street to effect the offset centerline; (c) increase the signal cycle length from 120 to 135 seconds and modifying the signal phasing and timings; (d) install signage along northbound Van Dam Street at intersections preceding Thomson Avenue that advise motorists to make left turns off of Van Dam Street before reaching Thomson Avenue to avoid congestion ahead. A significant volume of left turns are already being made at 47th Avenue (which then divert back to westbound Thomson Avenue via northbound 31st Street); this “detour” or a similar detour onto westbound 48th Avenue could be promoted to better distribute traffic heading toward the upper level of the Queensboro Bridge in the AM peak hour; and (e) manually offset the Thomson Avenue centerline via traffic cones to provide a fourth eastbound travel lane in the PM peak period and channelize the curb lane for buses and right turns only.

Queens Boulevard/Skillman Avenue: Proposed mitigation includes: (a) shift the Skillman Avenue centerline to gain an additional southbound travel lane; (b) prohibit parking along the east and west sides of Skillman Avenue on both sides of Queens Boulevard to accommodate the additional southbound travel lane through the intersection; and (c) station a traffic enforcement

agent to ensure that left turns are not made from east- and westbound Queens Boulevard as per posted traffic regulations.

Thomson Avenue/Skillman Avenue: Proposed mitigation at this location includes: (a) manually offset the Thomson Avenue centerline via traffic cones to provide a fourth westbound travel lane in the AM peak hour; (b) prohibit parking along southbound Skillman Avenue to create an additional travel lane designated for right turns only; (c) shift the centerline of northbound Skillman Avenue and re-stripe the northbound approach for one 11-foot-wide left turn-only lane and one 11-foot-wide general travel lane; and (d) re-allocate signal timings.

Thomson Avenue at Ramps to/from the Upper Level of the Queensboro Bridge: During the AM peak period there are no impacts because the upper roadways are operated toward Manhattan, so there are no conflicting movements at Thomson Avenue. In the midday period, minor signal timing adjustments are all that would be needed to mitigate any impacts. During the PM peak, however, traffic impacts at this location could not be mitigated since both southbound traffic off of the bridge and eastbound Thomson Avenue traffic would operate at LOS F conditions. The only possible measure at this location would be to allocate additional time to Thomson Avenue traffic at the expense of Queensboro Bridge traffic.

At several analysis locations along the routes to/from the upper and lower levels of the Queensboro Bridge, significant traffic impacts generated by the proposed actions could not be mitigated in full; at some locations, partial mitigation would be achievable. Additional mitigation may be achievable through much more costly measures than those outlined above or through measures that alter the nature of traffic patterns into and through the area. The overall traffic mitigation and parking improvement plan for the proposed actions would consist of the following components:

1. A package of standard traffic engineering improvements, including shifting centerlines of streets at specific locations to provide left-turn lanes or an additional general traffic lane at key intersections, prohibiting curb parking where necessary (peak period prohibitions at some locations; all-day prohibitions at other locations), signal phasing and timing changes, prohibition of left turns at problem locations (and a right turn prohibition at one specific location), deployment of traffic enforcement agents at key locations, enforcement of existing left turn

prohibitions or curb parking prohibitions at specific locations, and channelization improvements to better separate through traffic from turning traffic at some locations. One new traffic signal would also be needed to mitigate impacts at an unsignalized intersection, but since a signal warrant analysis indicated that projects volumes would not warrant the signal, it is not proposed as part of the mitigation of the package unless actual future volumes demonstrate otherwise.

2. A parking strategy plan that intercepts through commuter traffic and local commuter traffic at new park-and-ride facilities before it passes through and congests problem intersections, most notably problem intersections along the Queens Plaza approach to the lower level of the Queensboro Bridge and feeder routes to the Queens Plaza area.
3. If necessary, a plan to better distribute Manhattan-bound through traffic to alternate routes to the Queensboro Bridge and reduce volume demands to the lower level.
4. The parking plan should seek to accommodate the projected shortfall of up to 1,200 parking spaces under the proposed actions, as well as replace most or all of the curb parking spaces that would be lost due to parking prohibitions required to mitigate adverse traffic conditions. The projected parking shortfalls would be substantially reduced and potentially eliminated under the Queens Plaza Subdistrict Zoning Alternative.

A comprehensive traffic, parking, and transit-promotion plan would be needed to fully mitigate all impacts. As more than one site may be built out (especially more than one office site), the need for implementation of the full traffic mitigation package would become more imminent, especially, for example, regarding offsetting the center line of the Jackson Avenue corridor with its left-turn lanes and significant parking restrictions. This would need to be monitored to determine the appropriate timing for the mitigation plan. Maintaining traffic enforcement agents at locations where they are currently deployed by the New York City Police Department will be needed throughout the development period, beginning with the first new development project.

A traffic monitoring program would also be beneficial in identifying other locations that could be

impacted by the proposed actions. The detailed traffic impact analyses completed as part of the EIS focused on the most critical corridors as well as on key intersections along secondary, less trafficked, corridors. Monitoring future conditions along these corridors would inform City transportation officials as to whether or not (and when) additional locations would need capacity enhancements. The purpose of the monitoring plan will be to determine the extent to which projected traffic volumes and conditions occur, and the timing for the implementation of traffic mitigation measures.

The traffic monitoring plan will be the responsibility of a task force—the Long Island City Mitigation Implementation Task Force—that will be created for this assignment, and will include representatives of the New York City Department of Transportation (NYCDOT), Department of City Planning (DCP), Metropolitan Transit Authority/New York City Transit (MTA/NYCT), and others. NYCDOT has agreed to fund and implement all studies and recommendations of the task force in regards to traffic mitigation measures.

TRANSIT AND PEDESTRIANS

Because of the large number of new workers brought to the area, the proposed actions would result in significant adverse impacts on transit and pedestrian conditions. It should be noted that the impacts identified in this assessment do not account for future subway station and train service improvements planned by MTA and NYCT. As future conditions change, actions required to mitigate these impacts may also change. Significant adverse impacts would occur at the following facilities or locations:

Subway line-haul significant impacts on the Manhattan-bound E, F, N, and No. 7 trains in the AM peak hour, and on the Queens-bound E and N trains in the PM peak hour;

Significant impacts at the Queensboro Plaza station on the S1 street-level staircase and the M1 mezzanine-level staircase in the AM peak hour;

Capacity constraints on the Queens Surface Corporation Q102 bus routes;

Pedestrian crosswalk significant impacts at the following locations:

— The north crosswalks at 27th Street and Queens Plaza North in the AM and PM peak hours;

— The north crosswalk at 28th Street and Queens Plaza North in the PM peak hour;

— The south crosswalk at 28th Street and Queens Plaza South in the AM and PM peak hours;

and

— The east crosswalk at Jackson Avenue and 23rd Street in the AM and PM peak hours; and
A pedestrian corner reservoir significant impact at the southwest corner of 28th Street and
Queens Plaza South in both the AM and PM peak hours.

Mitigation measures are recommended as follows:

All project-related line-haul impacts could be eliminated with the addition of one Manhattan-bound train on each of the E, F, N, and No. 7 lines in the AM peak hour, and one train each on the N and E lines during the PM peak hour.

The CEQR Technical Manual provides thresholds to determine the required mitigation for subway stairways. For a stairway with a Build LOS D condition, a required widening of 6 inches or more is considered significant and would require mitigation. For a stairway with a Build LOS E condition, a required widening of 3 inches or more is considered significant, and for a Build LOS F condition, a required widening of 1 inch or more is significant. Project impacts at locations that do not meet these thresholds should be disclosed but are not explicitly considered significant impacts and therefore may not require mitigation.

The S1 and M1 staircases at Queensboro Plaza station require a 7-inch widening to restore operations to reasonable conditions.

The Q102 bus line is estimated to operate below capacity in the 2010 Action condition. The addition of one bus to the Q102 route in the PM peak hour would reduce the congestion that would result from project-generated trips and would restore operation to its No Action condition.

With adjustments to the pedestrian crosswalk striping and in one case signal timing, conditions at the four impacted crosswalks could be restored to their No Action operations or better. The following mitigation would work at each location:

- The north crosswalk of 27th Street and Queens Plaza North requires a mitigation of widening

the crosswalk 4 feet. This improvement would be possible if the parking meters (and related stalls) along the east side of the street were shifted north. Only the first two stalls and meters would need to be modified in order to make room for the widened crosswalk. The other side of the street has no stopping/standing regulation and would therefore not be affected.

- The north crosswalk of 28th Street and Queens Plaza North requires a 4-foot widening of the crosswalk for mitigation. This would impact the NYCDOT Authorized Parking on the east side of the street; no meters would have to be moved. The west side would not be affected because it is a no parking 7 AM to 7 PM zone. During other times, one parking space would fit between the existing hydrant and the widened crosswalk.
- The south crosswalk of 28th Street and Queens Plaza South can be mitigated by widening the crosswalk 5 feet and extending the pedestrian crossing time by 4 seconds only during the PM peak period. This mitigation is possible because during the PM peak, southbound through traffic is not permitted, and therefore the required green time is determined based on the northbound right turn volume.
- The east crosswalk of 23rd Street and Jackson Avenue requires a 6-foot widening and a reallocation of the pedestrian demand. The 6-foot widening would not affect parking on either side of Jackson Avenue. During the AM peak, a reallocation of 30 percent (180 pedestrians) to the west crosswalk in addition to the widening would mitigate this intersection. The resulting redistribution would have 324 pedestrians in the west crosswalk and 394 in the east. During the PM peak, a reallocation of 30 percent (150 pedestrians) to the west crosswalk in addition to the widening would mitigate this intersection. The resulting redistribution would have 303 pedestrians in the west crosswalk and 403 in the east. Both of these redistributions are reasonable in that pedestrian volumes will tend to balance between two adjacent crossings.
- The southwest corner of 28th Street and Queens Plaza South requires mitigation in the Action condition to maintain reasonable operations. With the removal of street furniture and a 1.1-foot widening of the corner on both sides, the corner would operate reasonably.

In terms of the timing of transit mitigation, mitigation at the Queensboro Plaza Station would be required when office developments at Queens Plaza are completed. Recommended mitigation at the Queens Plaza station would be needed when the Municipal Garage site was developed..

As described for the traffic mitigation package discussed above, implementation of transit mitigation measures will be monitored by the Long Island City Mitigation Implementation Task Force, a task force that will be created by DCP for this assignment, and will include representatives of the NYCDOT, DCP, MTA/NYCT, and possibly others.

The City, in a letter dated May 11, 2001, has agreed to fund and implement all studies and recommendations of the task force in regards to these mitigation measures.

AIR QUALITY

All of the maximum predicted carbon monoxide (CO) concentrations with the project would be lower than the corresponding ambient air standards. Therefore, the proposed actions would be consistent with the New York State Implementation Plan (SIP) for the control of ozone and CO. At one receptor site, the proposed actions would result in a significant impact as defined by the City's de minimis criteria. However, with implementation of the proposed traffic mitigation, the de minimis impact would be mitigated, and the proposed actions would not result in any significant adverse mobile source air quality impacts.

Filmtreat, a company which cleans and restores movies, film, and pictures, is located directly across Orchard Street from the QP Marketplace Site. An analysis of the effects of Filmtreat's dichloromethane emissions on the office development projected to be built on the QP Marketplace Site found that the proposed actions could have the potential to result in significant adverse industrial source air quality impacts on the QP Marketplace Site from the Filmtreat facility. To avoid potential impacts, an (E) designation would be placed on Block 264. The text of the (E) designation is as follows:

In order to ensure there will be no potential adverse air quality impacts from

adjacent industrial emissions, all windows on the Orchard Street face of development on Block 264, up to a height of 100 feet above local grade, must be inoperable. All windows on the Jackson Avenue face of development on Block 264, up to a height of 60 feet above local grade, from the corner of Jackson Avenue and Orchard Street to 150 feet northeast of the corner, must also be inoperable. Similarly, air intakes must not be located in these locations.

NOISE

Due to the high levels of ambient noise, (E) designations for noise would be required for all sites where office and institutional uses are projected. The text of the (E) designation is as follows on Block 72, Lot 80; Block 86, Lots 1, 6, 7, 8, and 22; Block 263, Lots 1 and 2; Block 264, Lots 1, 4, 15, and 17; Block 420 Lot 1; and Block 428, Lot 1:

In order to ensure an acceptable interior noise environment, at facades to Queens Plaza, 23rd Street, and Davis Street future uses must provide a closed window condition with a minimum window/wall attenuation of 45 dB(A), in order to maintain an interior noise level of 45 dB(A); at facades to Crane Street, future uses must provide a closed window condition with a minimum window/wall attenuation of 25 dB(A); at facades to other roadways and Sunnyside Yard, future uses must provide a closed window condition with a minimum window/wall attenuation of 35 dB(A), in order to maintain an interior noise level of 45 dB(A). The minimum window/wall attenuation at each facade must extend around the corner of the identified facade to include any windows located within 15 feet of the corner on adjacent facades. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Locations of (E) Designations for Noise Attenuation

Site	Block/Lot	Facade*	dBA
QP Marketplace Site	263/1, 2 264/1,4,15,17	North (Queens Plaza)	45
		East (Sunnyside Yard)	35
		South (Orchard Street)	35
		West (Jackson Avenue)	35
Municipal Garage Site	420/1	North (Queens Plaza)	45
		East (Jackson Avenue)	35
		South (42nd Road)	35
		West (28th Street)	35
Block 435 Site	435/13,28,29	North (43rd Avenue)	35
		East (Crescent Street)	25
		South (44th Road)	35
		West (24th Street)	35
Block 428 Site	428/1	North (Queensboro Bridge ramp)	35
		East (24th Street)	35
		South (43rd Avenue)	35
		West (23rd Street)	45
Institutional Use Site	432/8	North (42nd Road)	35
		East (Jackson Avenue)	35
		South (Queensboro Bridge ramp)	35
		West (Hunter Street)	25
Special Permit Site	72/80 86/1,6,7,8,22	North (Davis Street)	45
		East (Sunnyside Yard)	35
		South (Crane Street)	25
		West (Jackson Avenue)	35
* Includes windows on identified facade and within 15 feet of corner of identified facade, on adjacent facades.			

The text of the (E) designation is as follows on Block 432 Lot 8, and Block 435, Lots 13, 28, and 29:

In order to ensure an acceptable interior noise environment, at all facades to roadways, future uses must provide a closed window condition with a minimum window/wall attenuation of 35 dB(A) as stated in the chart above, in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air

conditioners.

The (E) designation would ensure that there would be no significant adverse noise impacts.

Probable Impacts of the Queens Plaza Subdistrict Zoning Alternative

Subsequent to the issuance of the DEIS, this application (000406(A) ZMQ) and the related application (000407(A) ZRQ) were filed with the Department of City Planning. The revised applications, as well as the related applications, were analyzed in the FEIS as the Queens Plaza Subdistrict Zoning Alternative. The analysis indicated that this alternative would not result in significant adverse impacts that would be substantially greater than or different from those of the proposed action.

Under the Queens Plaza Subdistrict Zoning Alternative, the new office towers projected for development under the proposed actions on Blocks 428 and 435 would not occur. Although the FARs and development potential for those sites would not change under the alternative, development in the foreseeable future would be much more likely to occur instead on Blocks 422 and 433. Due to their relatively larger lot areas, Blocks 422 and 433 provide the opportunity to develop buildings with larger floorplates than Blocks 435 and 428. Floorplates of at least 45,000 square feet are more suited to new back office construction in current and likely future market conditions. With an FAR of 12.0, and a location close to the Queensboro Plaza subway station, Block 422 would likely be an attractive office development site. Similarly, with an FAR of 12.0, Block 433 would also become a prime development site, due to its location on the Jackson Avenue corridor and its high visibility.

The additional office towers on Blocks 422 and 433 would add over 1.5 million square feet to the development scenario, while the elimination of Blocks 428 and 435 from the development scenario would reduce the amount of projected development by under 900,000 square feet. Thus, the alternative could increase development by approximately 661,596 square feet of office space and 15,000 square feet of retail development (see Table 19-3). In total, approximately 5.5 million square feet of office development is projected to occur under this alternative (versus 4.9 million under the

proposed actions), and 115,000 square feet of local ground-floor retail development (versus 100,000 under the proposed actions).

Table 19-3
2010 Queens Plaza Subdistrict Zoning Alternative: Sites of New Office Construction

Site	Block(s)	Lot(s)	Existing Lot Area (sf)	Potential Change in Office Development (sf)	Potential Change in Retail Development (sf)
Queens Plaza Vicinity					
Block 422 Site**	422	1, 3, 4, 5, 6, 7, 9, 21, 30, 31	59,380	+692,560	+20,000
Court Square Vicinity					
Block 435 Site*	435	13, 28, 29	49,333	-577,000	-15,000
Block 428 Site*	428	1	37,000	-286,000	-10,000
Block 433 Site**	433	1, 2, 3, 4, 5, 6, 8, 12, 3, 35, 36, 37, 38, 39, 41	71,003	+832,036	+20,000
Net Change in Development Versus Proposed Action:				+661,596	+15,000
*Development Site Projected under Proposed Actions					
**Development Site Projected Under Queens Plaza Subdistrict Zoning Alternative					

As with the proposed actions, this alternative could also result in an additional 250,000 square feet of space in existing commercial and/or manufacturing structures being returned to full commercial tenancy, and the development of up to 300 residential dwelling units, approximately 180,000 square feet of community facility space, and 100,000-square-feet of department store-type use.

OPEN SPACE

The Queens Plaza Subdistrict Zoning Alternative would bring approximately 2,700 more employees to the area, an increase of approximately 13 percent over the proposed actions. It is assumed that an open space of approximately 35,000 square feet is developed on the Special Permit Site for this alternative, compared to a 45,500-square-foot open space for the proposed actions.

In the commercial study area, the additional new workers would decrease the area's passive open space ratios below those of the proposed actions, as follows:

The passive open space ratio in the ¼-mile study area would be 0.062 acres per 1,000 workers, versus 0.072 for the proposed actions. This would be a 26 percent decline over no-action conditions and to a 14 percent decline under the proposed actions with the Special Permit.

The combined passive open space ratio in the ¼-mile study area would be 0.056 acres per 1,000 workers and residents, versus 0.064 for the proposed actions. This would be a 31 percent decline over no-action conditions and a 22 percent decline under the proposed actions with the Special Permit.

These declines would exacerbate the proposed action's significant adverse impact to passive open space resources.

Between DEIS and FEIS, DCP and the New York City Department of Parks and Recreation (DPR) examined the possibility of mitigating this impact by upgrading open spaces in the vicinity of the rezoning area. However, neither of the two primary open spaces in the vicinity—Court Square Park and Citibank Plaza—present opportunities for upgrading or improvement. They are both in good repair and contain ample seating areas and opportunities for passive recreation. Therefore, mitigation of this impact would not be feasible and it would remain an unmitigated adverse impact.

CULTURAL RESOURCES

Like the proposed actions, Queens Plaza Subdistrict Zoning Alternative could result in significant adverse impacts to archaeological resources associated with development of QP Marketplace and would require similar mitigation as that identified for the proposed actions. The Queens Plaza Subdistrict Zoning Alternative could also induce development on Blocks 422 and 433. The demolition of the former Daily Star Building (located on Block 422) from action-induced development would constitute a significant adverse effect on historic resources, since this building has been determined eligible for the State and National Registers of Historic Places and for designation as a New York City Landmark. To mitigate these effects, in consultation with and approval by LPC, a Historic American Buildings Survey (HABS) level photographic documentation and an accompanying narrative outlining the history and significance of the building was prepared. The scope of work for the mitigation was approved by LPC on April 18, 2001. As requested by LPC,

additional research was undertaken at the LPC archives, the Queens Historical Society, and the Local History (Long Island) Division of the Queens Public Library. In addition, other repositories were also consulted, including the Queens Department of Buildings, Avery Library at Columbia University, and the Municipal Archives. As requested by LPC, two sets of the HABS level archival photos and the historical narrative were submitted to LPC for archival storage, and one set submitted to the Local History Division of the Queens Public Library. In comments dated May 8, 2001, LPC approved the HABS-level documentation as mitigation for the significant adverse impact on the Daily Star Building.

HAZARDOUS MATERIALS

Based on the Phase I Environmental Assessments completed for the development sites, both of the additional potential development sites in the Queens Plaza Subdistrict Zoning Alternative (Blocks 433 and 422) have potential environmental impairments resulting from previous on-site industrial or manufacturing uses, and/or petroleum storage. Consequently, the proposed zoning map actions for this alternative would include (E) designations for all lots on Blocks 433 and 422, in addition to the (E) designations discussed above for the proposed actions. (In addition to those lots listed above in Table S-3, this alternative would add the lots listed below in Table S-7.) The text of the (E) designations is as follows:

Due to the possible presence of hazardous materials on the aforementioned designated sites there is the potential for contamination of the soil and groundwater. To determine if contamination exists and perform any appropriate remediation, the following tasks must be undertaken by the fee owner(s) of the lot restricted by this (E) designation prior to any demolition or disturbance of soil on the lot.

TASK 1

The fee owner(s) of the lot restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the

contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to NYCDEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

**Table S-7
Potential Contamination for Additional
Projected Development Sites,
Queens Plaza Subdistrict Zoning Alternative**

Potential Development Sites	Block	Lot	Identified Potential for Contamination	
			Petroleum	Non-Petroleum
Block 422 Site	422	1	X	X
	422	4		X
	422	6		X
	422	7	X	X
	422	9	X	
	422	21	X	X
	422	30		X
	422	31	X	X
Block 433 Site	433	1	X	
	433	2	X	
	433	3	X	
	433	4	X	
	433	5	X	
	433	6	X	X
	433	8	X	X
	433	12	X	X
	433	31	X	X
	433	35	X	
	433	36	X	
	433	37	X	
	433	38	X	X
	433	39	X	X
433	41	X	X	

No sampling program may begin until written approval of a work plan and

sampling protocol is received from NYCDEP. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by NYCDEP upon request.

TASK 2

A written report with findings and a summary of the data must be presented to NYCDEP after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by NYCDEP if the results indicate that remediation is necessary.

If NYCDEP determines that no remediation is necessary, written notice shall be given by NYCDEP.

If remediation is necessary according to test results, a proposed remediation plan must be submitted to NYCDEP for review and approval. The fee owner(s) of the lot restricted by this **(E)** designation must perform such remediation as determined necessary by NYCDEP. After completing the remediation, the fee owner(s) of the lot restricted by this **(E)** designation should provide proof that the work has been satisfactorily completed.

A NYCDEP-approved construction-related health and safety plan would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This Plan would be submitted to NYCDEP for review and approval prior to implementation.

TRAFFIC AND PARKING

Like the proposed actions, the Queens Plaza Subdistrict Zoning Alternative would affect traffic at various intersections throughout the study area. This alternative would generate additional person trips and vehicle trips beyond the volumes generated under the proposed actions. This alternative would generate approximately 150 more vehicles in the AM peak hour, about 90 more vehicles per hour in the midday peak hour, and about 135 more vehicles in the PM peak hour. This would represent about an 8 to 9 percent increase in traffic volume over the volume generated by the proposed action in the AM and PM peak hours, and about a 7 percent increase in the midday peak hour.

This additional traffic would generate increased impacts within the traffic study area, even though the amount of additional traffic would be relatively modest at many locations. Eight intersections of the most critical, or significantly impacted intersections in the traffic study area were analyzed for potential additional significant traffic impacts under this alternative:

Queens Boulevard/Jackson Avenue/Queens Plaza East; Under both the proposed action and the Queens Plaza Subdistrict Zoning Alternative, the impacts at this intersection could be fully mitigated for the AM, Midday and PM time periods.

Northern Boulevard/Queens Plaza East/Queens Plaza North; Under both the proposed action and the Queens Plaza Subdistrict Zoning Alternative, the impacts at this intersection could be partially fully mitigated for the AM, Midday and PM time periods.

Queens Plaza North and South at 28th Street; Under the proposed action the impacts at this intersection could be partially mitigated only during the Midday time period, and unmitigated during the AM and PM. Under the Queens Plaza Subdistrict Zoning Alternative, the impacts at this intersection could be unmitigated for the AM and PM time periods.

Queens Boulevard/Skillman Avenue; Under the proposed action the impacts at this intersection could be fully mitigated during the AM, Midday and PM time periods. Under the Queens Plaza Subdistrict Zoning Alternative, the impacts at this intersection could be partially mitigated for the AM and PM time periods.

Thomson Avenue/Skillman Avenue; Under the proposed action the impacts at this intersection could be fully mitigated during the AM, Midday time periods and partially mitigated during the

PM. Under the Queens Plaza Subdistrict Zoning Alternative, the impacts at this intersection could be partially mitigated for the AM and PM time periods.

Jackson Avenue/44th Drive; Under the proposed action this intersection has no impacts during the Midday time period and fully mitigated impacts at the AM and PM. Under the Queens Plaza Subdistrict Zoning Alternative, the impacts at this intersection could be fully mitigated for the AM and PM time periods

Jackson Avenue/21st Street; Under the proposed action this intersection has no impacts during the Midday time period and fully mitigated impacts at the AM and PM. Under the Queens Plaza Subdistrict Zoning Alternative, the impacts at this intersection could be fully mitigated for the PM time period and partially mitigated in the AM.

Northern Boulevard/31st Street; Under both the proposed action and the Queens Plaza Subdistrict Zoning Alternative, the impacts at this intersection could be partially fully mitigated for the AM, Midday and PM time periods.

The analyses at these eight locations showed this alternative could generate significant traffic impacts that could not be fully mitigated (they could be partially mitigated) at some locations where the proposed action had significant impacts that could be fully mitigated; and would increase the magnitude of impacts at some locations where the proposed action would be able to only partially mitigate its impacts.

The Queens Plaza Subdistrict Zoning Alternative would create a substantial number of significant traffic impacts in the following locational categories:

1. The Jackson Avenue corridor below Queens Plaza, i.e., between the Pulaski Bridge/11th Street and Queens Plaza, which would be the focus of the heaviest concentrations of new development under the alternative;
2. Other, mostly local-type intersections within the internal Long Island City street network west of Jackson Avenue and south of the Queens Plaza approaches to the Queensboro Bridge, which would also be used by incoming and departing traffic to new developments in the immediate area;
3. Major routes to the lower level of the Queensboro Bridge, which are heavily congested

today, some of which would be the recipient of substantial new volumes generated by the proposed actions (e.g., Northern Boulevard and Queens Plaza East) and others along the Queens Boulevard viaduct and Queens Plaza North approaches to the lower level of the bridge which would not receive large volume increases but which would be affected nonetheless;

4. Major routes to both the upper and lower levels of the bridge, which would also be used by substantial traffic volumes generated by the proposed actions, e.g., Van Dam Street and Hunters Point and Thomson Avenues.

The sections that follow provide an overview of the mitigation needs at each location and then the specific measures needed intersection by intersection. Table E-1 presents an overview of the ability of standard traffic engineering improvements to mitigate significant traffic impacts.

Jackson Avenue Corridor

Eight of the nine intersections analyzed along this corridor would be significantly impacted during at least one of the three peak analysis hours. Impacts at all eight intersections could be mitigated using a wide range of standard traffic engineering measures, including signal phasing and timing changes; the addition of left-turn or right-turn lanes where needed; new parking prohibitions and the enforcement of existing parking prohibitions; and the offsetting of Jackson Avenue at a few locations where it would be necessary to gain an additional travel lane or lane width in the critical flow direction. A consistent mitigation approach was developed for the Jackson Avenue corridor, namely, adding left-turn lanes where needed, prohibiting parking to allow for the addition of new left-turn lanes, and changing the 120-second cycle lengths along the corridor to 90 seconds in the AM peak period to more efficiently process traffic. About 132 parking spaces would be removed along the Jackson Avenue corridor.

Jackson Avenue/11th Street/Pulaski Bridge: This is a key entry point to Long Island City from Brooklyn, and significant impacts would be concentrated mostly along the Pulaski Bridge approach (right turns) onto eastbound Jackson Avenue in the AM peak hour, and away from (westbound) Jackson Avenue via left turns onto the bridge in the PM peak hour. Proposed

mitigation includes: (a) direct all traffic making right turns from the Pulaski Bridge to exit off of the bridge onto the service road adjacent to it, and provide these right turns with sufficient green time to accommodate them; (b) make the left lane approaching Jackson Avenue on the bridge into a left turn only lane; (c) add north- and westbound lead phases to the signal phasing, change the signal cycle length from 120 to 90 seconds in the AM peak period, and re-allocate signal timings; (d) re-stripe the westbound Jackson Avenue approach to provide three 10-foot travel lanes; and (e) prohibit parking along the eastbound Jackson Avenue approach and re-stripe it for a left turn only lane and two other lanes.

Jackson Avenue/21st Street; This intersection accommodates traffic along the Jackson Avenue corridor plus 21st Street traffic that turns onto Jackson Avenue or crosses it, to and from the approaches for the Queens-Midtown Tunnel and from westbound Hunters Point Avenue (which is used as an important gateway into Long Island City from the eastbound LIE). Mitigation includes: (a) shift the centerline of the avenue slightly to allow for three 12-foot lanes in each direction (including the existing left-turn lanes); (b) add an eastbound/westbound Jackson Avenue left turn phase, change the signal cycle length from 120 to 90 seconds during the AM peak period, and re-allocate signal timings; and (c) prohibit parking along eastbound Jackson Avenue and enforce parking prohibitions along southbound 21st Street.

Jackson Avenue/23rd Street; This intersection mainly processes Jackson Avenue traffic, with modest traffic volumes traveling along 23rd Street under the elevated No. 7 Flushing subway line and very low volumes using Davis Street on the other side of Jackson Avenue. Proposed mitigation includes: (a) prohibit parking along northbound Jackson Avenue to gain an additional travel lane, with each approach having a left turn only lane and two general travel lanes; (b) shift the Davis Street centerline and re-stripe its approach from one 13-foot lane to two 10-foot lanes; and (c) add an exclusive left turn phase for Jackson Avenue left turns, change the cycle length from 120 to 90 seconds in the AM peak period, and re-allocate signal timings.

Jackson Avenue/Thomson Avenue; Mitigation measures are not needed at this intersection, but design modifications should be made regarding lane designations, parking prohibitions, and

signal timings to maintain consistency with the remainder of the Jackson Avenue corridor.

Jackson Avenue/42nd Road: This intersection is used by Jackson Avenue traffic seeking to enter the Queens Plaza Municipal Garage or that has exited from the garage before heading back to Jackson Avenue. The major impacts at this are due to traffic that turns left from northbound Jackson Avenue onto 42nd Road in the AM and midday hours, and traffic that exits the garage and uses 42nd Road to reach Jackson Avenue on the narrow one lane 42nd Road approach during all analysis periods. Proposed mitigation includes: (a) prohibit parking along northbound Jackson Avenue to gain an exclusive left-turn lane in addition to the two regular travel lanes; (b) re-stripe the southbound Jackson Avenue approach to provide one exclusive right-turn lane (onto 42nd Road and toward the garage entrance) and two regular lanes; (c) prohibit parking along eastbound 42nd Road and re-stripe the eastbound approach from one 19-foot lane (including parking) to two 11-foot travel lanes (without parking); and (d) add a new lead left turn signal phase for northbound Jackson Avenue, allow right turns from eastbound 42nd Road to proceed concurrently with the northbound left turn lead phase, change the signal cycle length from 120 to 90 seconds in the AM peak period, and re-allocate signal timings.

Jackson Avenue/43rd Avenue/Purves Street: Impacts at this location are oriented to Jackson Avenue traffic increases. Proposed mitigation includes: (a) prohibit parking along northbound Jackson Avenue and shift the centerline of the street to provide left-turn lanes in each direction; and (b) change the signal cycle length from 120 to 90 seconds in the AM peak period and re-allocate signal timings. Significant traffic impacts would be fully mitigated with these measures in place.

Jackson Avenue/44th Drive: Much of the traffic entering or exiting Long Island City from west- and eastbound Thomson Avenue, respectively, would pass through this intersection. Proposed mitigation includes: (a) prohibit parking along northbound Jackson Avenue and shift the centerline to add a left-turn lane along each approach; (b) re-stripe the lanes on east- and westbound 44th Drive so that the eastbound approach has an exclusive left turn lane and two general traffic lanes, and the westbound approach has one shared left turn/through lane and one

right turn only lane; and (c) add a lead southbound Jackson Avenue signal phase and a lead eastbound 44th Drive signal phase, change the signal cycle length from 120 to 60 seconds in the AM peak period, and re-allocate signal timings.

Jackson Avenue/46th Road: This unsignalized intersection would require installation of a traffic signal to process left turns from eastbound 46th Road onto Jackson Avenue. Significant traffic impacts would be fully mitigated. However, a signal warrant analysis was conducted according to NYCDOT procedures. It was determined that projected traffic volumes on the "minor street" (46th Road) would not be sufficient to warrant a traffic signal. If actual future volumes are not higher than projected, and a traffic signal is not installed, significant impacts would occur for the eastbound 46th Road approach to this intersection. However, the proposed actions are generating only a modest volume of additional traffic on 46th Road (5 vph in the AM peak hour and 7 vph in the midday and PM peak hours) that results in a significant impact.

Jackson Avenue/Queens Plaza East/Queens Boulevard: This intersection is situated at one of Long Island City's most critical locations, namely at a key junction of east-west Queens Boulevard traffic to and from the lower level of the Queensboro Bridge and north-south Jackson Avenue/Queens Plaza East traffic into and out of Long Island City. Proposed mitigation includes: (a) prohibit all left turns (currently, only left turns from northbound Jackson Avenue and eastbound Queens Plaza South are prohibited) and prohibit right turns from southbound Queens Plaza East onto Queens Plaza North; (b) designate the right-most lane on northbound Jackson Avenue as a shared through/right-turn lane rather than as an exclusive right-turn lane; (c) prohibit parking along the east side of Queens Plaza East on the far side of the intersection so that there would be three northbound through lanes available at all times; and (d) eliminate the lead westbound signal phase and the lag southbound signal phase, which would no longer be necessary without left turns from these approaches, and re-allocate signal timings.

Internal Long Island City Street Network

Several intersections were analyzed within the local street network west of Jackson Avenue and south of the Queens Plaza approaches to the Queensboro Bridge, none of which were determined

to be significantly impacted except for the intersections of 21st Street and 44th Drive in all three traffic analysis hours and 21st Street and Queens Plaza South in the PM peak traffic hour. These impacts can be readily mitigated via standard traffic engineering measures.

Jackson 21st Street/44th Drive: This is one of the more significant intersections within the interior street network, with 21st Street serving as an important, even though secondary, arterial into the area. Proposed mitigation includes: (a) re-stripe the southbound 21st Street approach to provide two 12-foot travel lanes; and (b) change the signal cycle from 120 to 90 seconds and re-allocate signal timings.

Jackson 21st Street/Queens Plaza South Proposed mitigation includes adding a lead southbound 21st Street lead signal phase and re-allocating signal timings in the PM peak period.

The other intersections analyzed would not be significantly affected.

Major Arterial Routes to The Queens Plaza Area and to The Lower Level of The Queensboro Bridge

Several currently congested, potentially critical intersections were analyzed along the approaches to and from the lower level of the Queensboro Bridge, in addition to the intersection of Jackson Avenue/Queens Plaza East/Queens Boulevard, which was addressed above under the "Jackson Avenue Corridor." Because auto commuters use this route to reach Manhattan via the non-tolled ("free") Queensboro Bridge rather than the tolled Queens-Midtown Tunnel, some of these intersections operate at stop-and-go conditions during at least the AM and PM peak hours. NYCDOT and/or NYPD personnel are stationed along these routes to facilitate traffic flow and minimize spillback/gridlock as much as possible. However, this has long been a highly congested area that not only includes Queens Boulevard/Queens Plaza North and South intersections but at times spills back along Crescent Street and 41st Avenue north of the bridge and to Northern Boulevard approaching the area.

Queens Plaza North at Crescent Street, 28th Street, and JFK Commuter Plaza, and Crescent

Street at 41st Avenue: The proposed actions would generate a relatively modest volume of traffic through these intersections oriented to the retail uses anticipated to emerge along 41st Avenue. Due to the level of congestion prevalent in this area, it is either not possible to mitigate conditions at all four intersections or, if mitigation is theoretically needed at just one or two of these intersections, it would be unrealistic to assume that "real" mitigation exists if the incremental volume of traffic is merely processed a few hundred feet ahead to another intersection where it could not be processed. In the AM peak period, three of the four intersections could not be mitigated by standard traffic engineering measures (one of the three, Crescent Street/41st Avenue, could be partially mitigated); at midday, one of the four could not be mitigated; and in the PM peak period, two of the three intersections could not be mitigated while one could be partially mitigated.

Queens Plaza North and 23rd Street: Signal timing changes could mitigate impacts at this location, which are anticipated only for the midday peak hour.

Northern Boulevard/Queens Plaza North/Queens Plaza East: This important intersection would be impacted by a significant increase in north-south through traffic proceeding toward and away from the major development sites south of Queens Plaza. A substantial mitigation package has been tested at this location and could only partially mitigate traffic impacts during each of the three analysis hours. This set of mitigation measures includes: (a) re-channelize southbound Northern Boulevard to separate the two right-turn lanes heading toward the Queensboro Bridge from the two through lanes proceeding directly south toward the Jackson Avenue corridor, allowing traffic enforcement agents posted at this location to advance the through traffic lanes while holding the right-turn lanes, and allowing the through lanes to utilize unused green signal time otherwise allocated to 41st Avenue traffic or northbound Queens Plaza East traffic; (b) relocate the pedestrian crosswalk from the immediate north side of the intersection to a midblock location slightly north of the intersection, with signal control of the new pedestrian crossing location; and (c) prohibit southbound left turns toward 41st Avenue in the PM peak hour. Significant traffic impacts could only be partially mitigated, unless other capital-cost or policy-oriented measures are enacted that would reduce or divert traffic from this location. Relocating

the pedestrian crosswalk to a midblock location would require a traffic signal to allow pedestrians to safely cross Northern Boulevard, although the volume of crossing pedestrians might not warrant it (a pedestrian "call phase" could be used). Since relocation of the existing crosswalk would still not result in full mitigation of impacts (only a partially mitigated condition would result), it might be more practical to leave the existing crosswalk in place.

Northern Boulevard/31st Street; Traffic approaching Long Island City via both Northern Boulevard (from central Queens) and 31st Street (from Astoria and from the Triboro Bridge to the north) converges at this intersection. Proposed mitigation would include: (a) re-stripe the westbound Northern Boulevard approach to create three 11-foot travel lanes by using a portion of the painted median; (b) designate the left-most lane of the westbound approach for through traffic not destined to the Queens Plaza/Queensboro Bridge area (for the AM and midday periods) so these through traffic volumes to sites south of Queens Plaza would not be subjected to the congested conditions characterizing access to the bridge (this would require a variable-message sign that can change the designated use of this lane by time of day); and (c) re-allocate signal timings. Significant traffic impacts would be fully mitigated with these measures in place.

Mitigation would not be needed at Crescent Street at Queens Plaza South.

Major Arterial Routes to Long Island City and to The Upper and Lower Levels of The Queensboro Bridge from The Long Island Expressway (LIE)

The LIE is expected to serve as a major thoroughfare for traffic to and from the study area, as it does today. There are a number of connecting routes into the Long Island City study area from the LIE using different combinations of Van Dam Street, Hunters Point Avenue, and Thomson Avenue. Major intersections along these routes currently operate at congested conditions and would be exacerbated under future conditions both without or with the proposed actions. Ten intersections were analyzed along these routes (including the intersection of Queens Boulevard and Skillman Avenue). At least seven of these intersections would be significantly impacted during the AM, midday, and PM peak hours. Several of the impact locations could be mitigated via standard

TSM/traffic engineering type measures, while others would be difficult to mitigate without other measures

Van Dam Street at Borden Avenue and at the LIE Westbound Exit Ramp: These two intersections operate as a system, the intersection of Van Dam Street with the LIE exit ramp would be significantly impacted during two of the three analysis hours. Proposed mitigation includes: (a) re-stripe the westbound exit ramp from the LIE to provide a right turn only lane along with two regular travel lanes; (b) post a traffic enforcement agent at this location to enforce the "No Left Turn" prohibition from the westbound LIE exit roadway onto south-bound Van Dam Street; and (c) change the signal cycle from 120 to 90 seconds and re-allocate signal timings.

Hunters Point Avenue/Greenpoint Avenue: The Greenpoint Avenue exit from the westbound LIE is used as an alternate route for exiting traffic to proceed to the Long Island City area or to the Queensboro Bridge. The exit roadway accommodates two lanes of traffic along westbound Hunters Point Avenue until the two lanes truncate down to a single lane approaching Greenpoint Avenue. From there westward, Hunters Point Avenue provides essentially a single travel lane per direction as far west as 21st Street. As a result, Hunters Point Avenue is generally incapable of providing the capacity required to adequately process the traffic demands on it in peak hours. Proposed mitigation includes: (a) eliminate the 6-foot-wide cross-hatched area that narrows Hunters Point Avenue down to a single westbound lane approaching Greenpoint Avenue, and provide a 10-foot-wide shared left turn/through lane and a 10-foot-wide right turn only lane; and (b) change the signal cycle length from 90 to 60 seconds, modify the signal timings, and add a southbound lead phase in the AM peak hour and an eastbound lead phase in the PM peak hour.

Van Dam Street/Hunters Point Avenue: Westbound Hunters Point Avenue and northbound Van Dam Street capacity need to be increased at this convergence point of inbound traffic in the AM peak hour and during the other traffic analysis hours that are significantly impacted. Proposed mitigation includes: (a) offset the Hunters Point Avenue centerline to provide a second westbound travel lane; (b) offset the Van Dam Street centerline to provide a northbound left-turn lane in addition to the existing travel lanes; (c) prohibit parking along the southbound Van Dam

Street and eastbound Hunters Point Avenue approaches; and (d) change the signal cycle length from 120 to 90 seconds during the AM peak hour, adding a new northbound lead phase, and re-allocating signal timings.

Hunters Point Avenue/Skillman Avenue: Proposed mitigation at this location includes: (a) re-stripe Hunters Point Avenue to provide two west- and one eastbound lane (in place of the existing one west- and two eastbound lanes); (b) add a new eastbound lead phase and re-allocate signal timings.

Hunters Point Avenue/21st Street: Significant impacts need to be mitigated along both the westbound Hunters Point Avenue and southbound 21st Street approaches. Proposed mitigation includes: (a) shift the Hunters Point Avenue centerline and re-stripe the eastbound approach from one 15-foot-wide travel lane to an 11-foot-wide lane and the westbound approach from two 10-foot-wide lanes to two 12-foot-wide lanes; (b) shift the 21st Street centerline and re-stripe the northbound approach from one 17-foot-wide lane to one 12-foot-wide lane, and the southbound approach from one 11-foot-wide lane to two 10-foot-wide lanes; (c) prohibit parking along the east side of 21st Street north of Hunters Point Avenue; and (d) re-allocate signal timings.

Van Dam Street/Thomson Avenue/Queens Boulevard: This intersection is located at the convergence of three major routes to and from the two levels of the Queensboro Bridge. All three routes carry substantial traffic volumes, including very heavy left turning volumes from northbound Van Dam Street onto westbound Thomson Avenue en route to the upper level of the bridge. NYCDOT currently employs a range of measures, including manually offsetting the centerline of Thomson Avenue by time of day to maximize capacity in the peak direction; traffic enforcement agents are also deployed at this intersection to expedite the movement of traffic to the extent possible. Proposed mitigation includes: (a) offset the centerline of Van Dam Street south of Thomson Avenue to add a northbound lane, thus providing two left-turn lanes and two general traffic lanes; (b) prohibit parking along the west side of Van Dam Street to effect the offset centerline; (c) increase the signal cycle length from 120 to 135 seconds and modifying the signal phasing and timings; (d) install signage along northbound Van Dam Street at intersections

preceding Thomson Avenue that advise motorists to make left turns off of Van Dam Street before reaching Thomson Avenue to avoid congestion ahead. A significant volume of left turns are already being made at 47th Avenue (which then divert back to westbound Thomson Avenue via northbound 31st Street); this "detour" or a similar detour onto westbound 48th Avenue could be promoted to better distribute traffic heading toward the upper level of the Queensboro Bridge in the AM peak hour. Variable-message signs may be needed to help effect this diversion; and (e) manually offset the Thomson Avenue centerline via traffic cones to provide a fourth eastbound travel lane in the PM peak period and channelize the curb lane for buses and right turns only.

Queens Boulevard/Skillman Avenue: Traffic conditions at this intersection are often affected by downstream conditions along the Queens Boulevard viaduct or by congestion further west along Queens Plaza North en route to the lower level of the Queensboro Bridge. Proposed mitigation includes: (a) shift the Skillman Avenue centerline to gain an additional southbound travel lane; (b) prohibit parking along the east and west sides of Skillman Avenue on both sides of Queens Boulevard to accommodate the additional southbound travel lane through the intersection; and (c) station a traffic enforcement agent to ensure that left turns are not made from east- and westbound Queens Boulevard as per posted traffic regulations.

Thomson Avenue/Skillman Avenue: Proposed mitigation at this location includes: (a) manually offset the Thomson Avenue centerline via traffic cones to provide a fourth westbound travel lane in the AM peak hour; (b) prohibit parking along southbound Skillman Avenue to create an additional travel lane designated for right turns only; (c) shift the centerline of northbound Skillman Avenue and re-stripe the northbound approach for one 11-foot-wide left turn-only lane and one 11-foot-wide general travel lane; and (d) re-allocate signal timings.

Thomson Avenue at Ramps to/from the Upper Level of the Queensboro Bridge: Operation of the upper level roadways (there is a north upper roadway and south upper roadway, each two travel lanes wide, separated by a median barrier) of the Queensboro Bridge has evolved over many years, with its current operation being: both roadways westbound into Manhattan in the AM peak

period; one roadway westbound into Manhattan and the other eastbound out of Manhattan in the midday and PM peak periods (this reflects a change in operations made by NYCDOT in late 2000; under the DEIS analyses, the PM peak period had both upper roadways operating eastbound out of Manhattan). Traffic enforcement agents help facilitate the flow of traffic onto and off of the bridge via traffic operations measures along Thomson Avenue. During the AM peak period There are no impacts because the upper roadways are operated toward Manhattan, so there are no conflicting movements at Thomson Avenue. In the midday period, minor signal timing adjustments are all that would be needed to mitigate any impacts. During the PM peak, however, traffic impacts at this location could not be mitigated since both southbound traffic off of the bridge and eastbound Thomson Avenue traffic would operate at LOS F conditions. The only possible measure at this location would be to allocate additional time to Thomson Avenue traffic at the expense of Queensboro Bridge traffic. In this manner, Thomson Avenue could operate without impacts although backups along the upper level of the bridge would be increased. This would be consistent with general traffic policies of minimizing congestion on local streets at the expense of delays along limited-access highways.

In summary, a series of standard traffic engineering measures would mitigate significant traffic impacts at all study area analysis locations at which commuter traffic into and out of Manhattan is not a major factor. However, at several analysis locations along the routes to/from the upper and lower levels of the Queensboro Bridge, significant traffic impacts generated by the proposed actions could not be mitigated in full; at some locations, partial mitigation would be achievable. The overall traffic mitigation and parking improvement plan for the proposed actions, which would also apply to the Queens Plaza Subdistrict Zoning Alternative would, therefore, consist of the following components:

1. A package of standard traffic engineering improvements, including shifting centerlines of streets at specific locations to provide left-turn lanes or an additional general traffic lane at key intersections, prohibiting curb parking where necessary (peak period prohibitions at some locations; all-day prohibitions at other locations), signal phasing and timing changes, prohibition of left turns at problem locations (and a right turn prohibition at one specific location), deployment of traffic enforcement agents at key locations, enforcement of existing left turn

prohibitions or curb parking prohibitions at specific locations, and channelization improvements to better separate through traffic from turning traffic at some locations. One new traffic signal would also be needed to mitigate impacts at an unsignalized intersection, but since a signal warrant analysis indicated that projects volumes would not warrant the signal, it is not proposed as part of the mitigation of the package unless actual future volumes demonstrate otherwise.

2. A parking strategy plan that intercepts through commuter traffic and local commuter traffic at new park-and-ride facilities before it passes through and congests problem intersections, most notably problem intersections along the Queens Plaza approach to the lower level of the Queensboro Bridge and feeder routes to the Queens Plaza area.
3. If necessary, a plan to better distribute Manhattan-bound through traffic to alternate routes to the Queensboro Bridge and reduce volume demands to the lower level.

A comprehensive traffic, parking, and transit-promotion plan would be needed to fully mitigate all impacts. As more than one site may be built out (especially more than one office site), the need for implementation of the full traffic mitigation package would become more imminent, especially, for example, regarding offsetting the center line of the Jackson Avenue corridor with its left-turn lanes and significant parking restrictions. This would need to be monitored to determine the appropriate timing for the mitigation plan. Maintaining traffic enforcement agents at locations where they are currently deployed by the New York City Police Department will be needed throughout the development period, beginning with the first new development project.

A traffic monitoring program would also be beneficial in identifying other locations that could be impacted by the proposed actions. The detailed traffic impact analyses completed as part of the EIS focused on the most critical corridors as well as on key intersections along secondary, less trafficked, corridors. Monitoring future conditions along these corridors would inform City transportation officials as to whether or not (and when) additional locations would need capacity enhancements. The purpose of the monitoring plan will be to determine the extent to which projected traffic volumes and conditions occur, and the timing for the implementation of traffic mitigation measures.

The traffic monitoring plan will be the responsibility of a task force—the Long Island City Mitigation Implementation Task Force—that will be created for this assignment, and will include representatives of NYCDOT, DCP, MTA/NYCT, and others. NYCDOT has agreed to fund and implement all studies and recommendations of the task force in regards to traffic mitigation measures.

TRANSIT AND PEDESTRIANS

The Queens Plaza Subdistrict Zoning Alternative would result in an increase in the number of peak hour subway, bus, LIRR, and walk trips. The increase in trips under this alternative increases the severity of impacts at some locations:

Subway Line-Haul Analysis. This alternative and the proposed actions would affect subway line haul in the same way as the proposed actions, resulting in significant adverse impacts on the Manhattan-bound E, F, N and the No. 7 trains in the AM peak hour, and on the Queens-bound E and N trains in the PM peak hour.

Station Elements: The station elements analysis identified three new impacts at the Queens Plaza station in addition to the impacts identified for the proposed actions. These impacts would occur: at the S3 staircase in the AM peak hour; at the S3 staircase in the PM peak hour; and at the P5 staircase in the AM peak hour. Further measures to mitigate these station element impacts would be needed at the Queen Plaza station: the S3 staircase would require 14-inch widening to absorb the additional trips generated by the Queens Plaza Subdistrict Zoning Alternative and the P5 staircase would require a 7-inch widening to alleviate the impact at that location.

In terms of pedestrian elements, this alternative would result in the same significant adverse impacts as the proposed actions, and would add the following impacts:

A potential pedestrian crosswalk impact at the south crosswalk at 27th Street and Queens Plaza South, which would operate at unacceptable LOS in the AM and PM peak hours. Because no conflicting traffic movement, other than right turns, pass through the crosswalk, the pedestrian has the right-of-way for the entire signal cycle, so that the actual operation at this intersection would be at an acceptable LOS and no significant adverse impact would occur.

new significant pedestrian corner impact location at the southwest corner of 27th Street and

Queens Plaza South in the AM and PM peak hours. Removing the obstructions on the southwest corner and widening the west sidewalk of 27th Street by 8 inches would mitigate the impact in the AM and PM peak periods.

The following mitigation measures above and beyond those identified for the proposed actions, would be required for the alternative:

- The S3 staircase at the Queens Plaza station would require a 14-inch widening to absorb the additional trips generated by the alternative and the P5 staircase would require a 7-inch widening to alleviate the impact at that location.
- The pedestrian corner analysis revealed one new significant impact location in addition to the significant impact identified in the proposed actions—at the southwest corner of 27th Street and Queens Plaza South. At this corner, removing the obstructions on the southwest corner and widening the west sidewalk of 27th Street by 8 inches would mitigate the impact in the AM and PM peak periods.

Depending on actual development that results from the Queens Plaza Subdistrict Zoning Alternative, the need for the mitigation measures outlined above and/or other mitigation measures will need to be monitored, as discussed above, for the proposed actions. The City, in a letter dated May 11, 2001, has agreed to fund and implement all studies and recommendations of the task force in regards to these mitigation measures.

AIR QUALITY

The air quality analysis conducted for the Queens Plaza Subdistrict Alternative, with proposed traffic mitigation, would not result in any violations of the CO standard or any significant adverse impacts at the receptor locations. With this alternative, CO levels would be the same as or similar to levels under the proposed actions. Therefore, neither this alternative nor the proposed actions would result in any significant adverse impacts on air quality or in any violations of the National Ambient Air Quality Standards.

The Queens Plaza Subdistrict Zoning Alternative would not result in any impacts related to industrial

source air emissions beyond those identified for the proposed actions. This alternative, like the proposed actions, would have the potential to result in significant adverse industrial source air quality impacts on The QP Marketplace Site from the Filmtreat facility. Therefore, like for the proposed actions, the prevention of significant adverse industrial source air quality impacts at operable windows or air intakes will be achieved through an (E) designation. The text of the (E) designation is as follows for Block 264:

In order to ensure there will be no potential adverse air quality impacts from adjacent industrial emissions, all windows on the Orchard Street face of development on Block 264, up to a height of 100 feet above local grade, must be inoperable. All windows on the Jackson Avenue face of development on Block 264, up to a height of 60 feet above local grade, from the corner of Jackson Avenue and Orchard Street to 150 feet northeast of the corner, must also be inoperable. Similarly, air intakes must not be located in these locations.

The (E) designation would ensure that there would be no significant adverse industrial source air quality impacts on that site.

NOISE

Due to the high levels of ambient noise, (E) designations for noise would be required for all sites where office and institutional uses are projected within the Queens Plaza Subdistrict Zoning Alternative.

The text of the (E) designation is as follows on Block 422, Lots 1, 3, 4, 5, 6, 7, 9, 21, 30, and 31; Block 433, Lots 1, 2, 3, 4, 5, 6, 8, 12, 31, 35, 36, 37, 38, 39, 41; Block 72, Lot 80; Block 86, Lots 1, 6, 7, 8, and 22; Block 263, Lots 1 and 2; Block 264, Lots 1, 4, 15, and 17; Block 420 Lot 1, and Block 428, Lot 1:

In order to ensure an acceptable interior noise environment, at facades to

Queens Plaza, 23rd Street, and Davis Street, future uses must provide a closed window condition with a minimum window/wall attenuation of 45 dB(A), in order to maintain an interior noise level of 45 dB(A); at facades to Crane Street, Crescent Street, and Hunter Street, future uses must provide a closed window condition with a minimum window/wall attenuation of 25 dB(A); at facades to other roadways and Sunnyside Yard, future uses must provide a closed window condition with a minimum window/wall attenuation of 35 dB(A), in order to maintain an interior noise level of 45 dB(A). The minimum window/wall attenuation at each facade must extend around the corner of the identified facade to include any windows located within 15 feet of the corner on adjacent facades. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided.

Table S-8

Locations of (E) Designations for Noise Attenuation

Site	Block/Lot	Facade*		dBA
Locations of (E) Designations for Noise Attenuation under the Proposed Actions				
QP Marketplace Site	263/1, 2 264/1,4,15,17	North (Queens Plaza)		45
		East (Sunnyside Yard)		35
		South (Orchard Street)		35
		West (Jackson Avenue)		35
Municipal Garage Site	420/1	North (Queens Plaza)		45
		East (Jackson Avenue)		35
		South (42nd Road)		35
		West (28th Street)		35
Block 435 Site	435/13,28,29	North (43rd Avenue)		35
		East (Crescent Street)		25
		South (44th Road)		35
		West (24th Street)		35
Block 428 Site	428/1	North (Queensboro Bridge ramp)		35
		East (24th Street)		35
		South (43rd Avenue)		35
		West (23rd Street)		45
Institutional Use Site	432/8	North (42nd Road)		35
		East (Jackson Avenue)		35
		South (Queensboro Bridge ramp)		35
		West (Hunter Street)		25
Special Permit Site	72/80 86/1,6,7,8,22	North (Davis Street)		45
		East (Sunnyside Yard)		35
		South (Crane Street)		25
		West (Jackson Avenue)		35
Additional Locations of (E) Designations for Noise Attenuation under Queens Plaza Subdistrict Zoning Alternative				
Site 422	422/1,3,4,5,6, 7,9,21,30,31	North (Queens Plaza)		45
		East (28th Street)		35
		South (42nd Road)		35
		West (27th Street)		35
Site 433	433/ 1-6,8,12,31, 35,36,37,38, 39,41	North (43rd Avenue)		35
		East (Jackson Avenue)		35
		South (44th Drive/Road)		35
		West (Hunter Street)		25
* Includes windows on identified facade and within 15 feet of corner of identified facade, on adjacent facades.				

The text of the (E) designation would remain as follows on Block 432, Lot 8 and Block 435, Lots

13, 28, and 29:

In order to ensure an acceptable interior noise environment, at all facades to roadways future uses must provide a closed window condition with a minimum window/wall attenuation of 35 dB(A) as stated in the chart above, in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided.

The (E) designations would ensure that there would be no significant adverse noise impacts as a result of the Queens Plaza Subdistrict Zoning Alternative.

UNIFORM LAND USE REVIEW

The original application (C 000406 ZMQ), in conjunction with the applications for the related actions (C 000266 MMQ, C 000483 ZSQ, and C 010260 PPQ), was certified as complete by the Department of City Planning on December 26, 2000, and was duly referred to community boards 1 and 2, the Borough Board, and the Borough President, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules, along with the application (N 000407 ZRQ) for the related zoning text amendments, which was referred for review and comment. The modified applications for amendments to the Zoning Map and Zoning Resolution (C 000406 (A) ZMQ and N 000407 (A) ZRQ) were referred to community boards 1 and 2 on March 30, 2001, pursuant to Section 2-06 (c)(1) of the ULURP rules.

Community Board Public Hearing

Community Board 1 held a public hearing on the original application (C 000406 ZMQ) in conjunction with the applications for the related actions (C 000266 MMQ, N 000407 ZRQ, C 000483 ZSQ, and C 010260 PPQ) on January 16, 2001, and on that date, by a vote of 31 in favor with 0 against and 1 abstaining, adopted a resolution recommending approval of the applications with the following conditions:

1. Under a separate application, a proposal to expand the mixed use zone north of 41st Avenue (Dutch Kills Community) be initiated; and

2. That the minimum parking regulations be applied for new development.

Community Board 2 held a public hearing on the original application (C 000406 ZMQ) in conjunction with the applications for the related actions (C 000266 MMQ, N 000407 ZRQ, C 000483 ZSQ, and C 010260 PPQ) on February 1, 2001, and on that date, by a vote of 14 in favor with 10 against and 0 abstaining, adopted a resolution recommending approval of the applications with the following conditions:

1. All developments in areas to be zoned to permit an FAR of five (5), be allowed to increase their FAR to eight (8) if thirty percent (30%) of their total space is residential;
2. Parking limitations of any development, in any of the areas, be raised to 250 off-street spaces per building; and
3. As stated in testimony by Adam Friedman, Executive Director, New York Industrial Retention Network (copy attached) that provisions be included to safeguard manufacturing in the Long Island City area and protect the industrial base.

Community Board 2 held a public hearing on the modified application (C 000406 (A) ZMQ) in conjunction with the modified application for the related amendments to the Zoning Resolution (N 000407 (A) ZRQ) on May 3, 2001, and on that date, by a vote of 23 in favor with 4 against and 0 abstaining, adopted a resolution recommending disapproval of the applications citing the following reasons:

- would create potentially greater development in the area;
- the streetwall (sic) regulation would destroy the scale of small local blocks;
- does not encourage development of residential uses; and
- proposed type of construction would change the character of the neighborhood and force out manufacturing and residential space.

Borough Board

The Borough Board did not take action on the applications.

Borough President Recommendation

The original application (C 000406 ZMQ) in conjunction with the applications for the related actions (C 000266 MMQ, N 000407 ZRQ, C 000483 ZSQ, and C 010260 PPQ) was considered by the Borough President, who issued a recommendation on March 26, 2001, approving the application with the following conditions:

1. All of Block 422 and the southern portions of blocks 413, 414, 415 should be upzoned to M1-6/R10 with a 12 FAR. These blocks are located on Queens Plaza and in close proximity to subway stations and are suitable for the maximum FAR's proposed in other (areas) in the Long Island City area. Development on these blocks would help establish Long Island City as a Central Business District;
2. Block 434 should be acquired by the city and developed as open space to help offset the acute shortage of open space in the Long Island City area. Additionally, open space at that location would provide a much needed amenity for current residents and area businesses as well as make the area more attractive for future development; and
3. Block 427 is bisected by the elevated ramp of the Queensborough Bridge. The effect of that ramp is that of a mapped street. An amendment of the Special Long Island City Mixed Use District should be made that would specifically allow the transfer of development rights from the southern portion of Block 427 to the northern portion of that block. This amendment would not increase the FAR potential within the rezoning area for environmental review purposes. However, it would allow Silvercup Studios, the occupant of that block, the opportunity to expand their existing film and television production facility as-of-right. Silvercup Studios is an important part of a growing industry in Queens and New York City that is being adversely impacted by the actions of the New York State Power Authority next to their Northern Hunters Point site.

City Planning Commission Public Hearing

On March 28, 2001 (Calendar No.3), the City Planning Commission scheduled April 11, 2001, for a public hearing on the original application (C 000406 ZMQ). The hearing was duly held on April 11, 2001 (Calendar No. 10), in conjunction with the public hearings on the applications for the related actions (C 000266 MMQ, N 000407 ZRQ, C 000483 ZSQ, and C 010260 PPQ).

There were no speakers, and the hearing was continued to April 25, 2001.

On April 11, 2001 (Calendar No.6), the City Planning Commission scheduled April 25, 2001, for a public hearing on the modified application (C 000406 (A) ZMQ). The hearing was duly held

on April 25, 2001 (Calendar No. 20), in conjunction with the public hearing on the modified application for amendments to the Zoning Resolution (N 000407 (A) ZRQ) and the continued public hearings for the related actions (C 000266 MMQ, N 000407 ZRQ, C 000483 ZSQ, and C 010260 PPQ). There were seven speakers in favor of the application and related actions, six speakers in favor of the application with modifications, and five speakers in opposition.

Those speaking in favor included a representative of the New York City Economic Development Corp. (EDC), a representative of the Long Island City Business Development Corp (LICBDC), a representative of the Real Estate Board of New York, Inc. (REBNY), and several attorneys representing applicants for the related actions. Those speaking in favor noted that the zoning amendments and related actions are an important initiative for the future growth and development of the City. They expressed support that the zoning changes would provide an opportunity for a fourth central business district in the City in a location that has excellent mass transit connections to Midtown and is well-supplied with supportive technology, such as fibre optic connections.

The REBNY representative noted that the City needs satellite office locations and that the rezoning would enable the City to provide opportunities for such development at a price that would be competitive with the development costs of sites in New Jersey. The LICBDC representative noted that another feature of the proposal that positioned the rezoning area to compete well with New Jersey was that it provided as-of-right high density development opportunities and that real estate business decisions are influenced by being able to build on sites without additional discretionary approvals. Several of the speakers requested that the Department undertake necessary studies to allow additional density within the rezoning area or to expand the district.

The attorney for the applicant of the request to demap and eliminate West Street noted that the action would provide a larger development site at the Queens Plaza hub making it more attractive to redevelopment. The attorney for applicant for the special permit allowing an additional 3 FAR to facilitate a commercial development at a site on Jackson Street between Crane and Davis

streets noted that the site plan had been reconfigured in response to concerns expressed about the proposed rear location of the principal open area and to accommodate the provision of a 250-space public parking garage required in connection with the Department's modified zoning text proposal. The attorney explained that principal open space had been moved to be at the corner of Jackson and Davis streets in front of the new building and that the public parking would be located in the rear of the property adjacent to the Sunnyside Yards. The attorney further explained that seating had been added to the open space design and that the applicant intended to exhibit sculpture in the open area and, thereby, complement the arts-related activities of the PS 1 Contemporary Art Center located cater-corner from the development site.

The EDC representative noted that the agency was still reviewing responses to its request for proposals to redevelop the Queens Plaza municipal garage. The EDC representative also noted that the rezoning proposal was an innovative mixed use concept that did not preclude new light manufacturing uses or make existing ones non-conforming uses. He explained that the agency provides annual funds to the LICBDC as part of the In-Place Industrial Park Program to support and assist light industrial businesses in Long Island City.

Those speakers in favor of the application with modifications included the Executive Director of the New York Industrial Retention Network (NYIRN), the Research Director of the Center for an Urban Future, a representative of the Municipal Arts Society (MAS), a representative of a bakers union with offices in Long Island City, a representative of a furniture and exercise equipment manufacturer located in Long Island City but beyond the rezoning area, and an owner of property within the rezoning area. Several speakers noted their support of the rezoning of a relatively compact 37-block, centrally located portion of Long Island City. Some speakers, including the Executive Director of NYIRN and the Research Director of the Center for an Urban Future, expressed concerns, however, that the rezoning had the potential to exacerbate market pressures to convert light manufacturing spaces to office uses in areas of Long Island City outside of the rezoning area. The speakers suggested that the rezoning action should be concomitant with efforts to counter these market trends, including enacting a manufacturing preservation zone in portions of Long Island City peripheral to the rezoning area where there are concentrations of

job-intensive industrial businesses, and imposing a property tax increment of assessment on properties within the rezoning area to finance manufacturing retention programs.

The representative of the furniture and exercise equipment manufacturer noted that the principal of this company is interested in selling the business and retiring and recommended that a manufacturing preservation trust be established to sustain businesses that could otherwise close and sell their property. The bakers union representative noted that the rezoning area and adjacent portions of Long Island City are attracting small artisan bakeries and that these niche businesses would be unlikely to successfully compete with office users for space. The MAS representative noted that her organization was completing a study that would document the importance of manufacturing in the City's economy and the need to create manufacturing preservation zones. Regarding the modifications to the zoning text for the Queens Plaza Subdistrict, the MAS representative recommended that the reduced minimum street wall height should not be approved as it is inappropriate for a manufacturing district since it would discourage the development of buildings with large floor plates.

The owner of property within the rezoning area expressed support for the initiative but suggested that the proposed maximum 5 FAR for the blocks on the east side of Jackson Avenue south of Thomson Avenue was inappropriately low. He contended that these blocks were proximate to the Court Square transit node and should have the 8 FAR maximum proposed for blocks along Jackson Avenue just to north between Court Square and Queens Plaza.

Those speaking in opposition included the Vice-President of Public Affairs of the Association of Graphic Communications, a former New York State Assemblymember, an owner of a furniture design and manufacturing firm located within the rezoning area, a representative of the United Auto Workers union, Region 9A, and an owner of property located within the rezoning area. The Vice President of the Association of Graphics Communications sought assurance that existing manufacturers located within the rezoning area would not be forced to move. She recommended zoning prohibitions of office conversions be enacted for locations surrounding the rezoning area, and she suggested undertaking a new land use planning study for Long Island City under the

auspices of six-month task force including representatives from City Planning, City Council, the Borough President's Office, business development organizations, community boards and trade associations.

The former New York State Assemblymember contended that the rezoning proposal was part of a pattern of displacing manufacturing uses and represented continued indifference by the City to the needs of manufacturers. The furniture designer and manufacturer explained that his firm moved to Long Island City from SoHo and that the area has a network of suppliers and trades people that have been advantageous to the growth of his business. He further explained that he is in need of additional space, but has had difficulty finding any suitable locations in the area, and he expressed concern that the rezoning of the block where he is located would make it unlikely that he could remain long in his space.

The union representative noted that the component manufacturing operations of the Eagle Electric Company were recently sold, and now rent space in buildings within the rezoning area whose ownership Eagle Electric retained. He added that the leases for the spaces would expire in 2003 and expressed concern that the rezoning could increase market price pressures on the spaces. An owner of property located within the rezoning area expressed concern that the proposal would prevent him from redeveloping his property with a one-story warehouse building 18 feet in height.

There were no other speakers, and the hearing was closed.

CONSIDERATION

The Commission believes that this amendment of the Zoning Map is appropriate.

The Commission believes that the proposed zoning changes are consistent with the City's land use and zoning policy for the area, as established over nearly two decades. The Commission believes that the modified amendment to the Zoning Map, in conjunction with the modified amendments to the Zoning Resolution, will provide appropriately targeted levels of development

that will promote a diversified, physically compact new central business district, reinforce and enhance the character of important corridors along Queens Plaza and Jackson Avenue, and reestablish the Long Island City core as a gateway to Queens. The Commission further believes the proposed actions provide needed opportunities for redevelopment and reinvestment that are conveniently positioned in relation to mass transit and will allow for the future growth of the City.

Amendments to the Zoning Map and Zoning Resolution

The proposed zoning changes add 34 blocks to a three-block section located at Jackson Avenue and Court Square that was rezoned in 1986 from a low density, light manufacturing zone to high density commercial district. The Commission notes that the selected rezoning blocks were identified in large measure through the course of two planning studies conducted by the Department of City Planning, namely, the *Jackson Avenue Corridor Study* (1990) and the *Plan for Long Island City: A Framework for Development* (1993). The 1993 *Framework* studied 190 blocks or about half of the Long Island City area and developed four land use recommendations for particular portions of its study area. The report noted that the blocks that could support central business district developments included the traditional commercial hubs of Long Island City located at Queens Plaza and Court Square, which also possessed excellent mass transit connections. The Commission believes that the rezoning proposal to foster a 37-block central business district has been carefully focused on the areas where there is a broad mix of uses and the greatest concentration of public transportation opportunities.

The Commission believes the central business district encompassed by the proposed rezoning area has well-defined boundaries that include the Sunnyside Yards running diagonally through the area and forming the eastern boundary, 23rd Street and the elevated rail tracks of the #7 line as the western boundary, the tier of blocks along Queens Plaza North between 23rd Street and Northern Boulevard as the northern boundary, and, as a southern boundary, Crane Street, which is the southernmost in a series of one-block long streets extending east of Jackson Avenue to the Sunnyside Yards. The Commission notes that areas to the west of 23rd Street and east of the Sunnyside Yards were rezoned in 1995 to a low density light manufacturing district (M1-4) in

order to support light industrial development, and thereby, implement a land use recommendation from the 1993 *Framework* for areas surrounding the recommended central business district.

The Commission notes that the central business district will consist of two subdistricts within the proposed Special Long Island City Mixed Use District (LIC District). The Commission additionally notes that the current Special Hunters Point Mixed Use District (HP District), created in 1981, will be renamed as a third subdistrict in the LIC District, extending to the south and west of the Court Square Subdistrict. The regulations of the Hunters Point Subdistrict, establishing appropriate conditions in mixed use and light industrial settings for allowing, moderately low-scaled, as-of-right residential and commercial development, are unchanged by the rezoning.

The Commission also notes that three blocks rezoned in 1986 will be retained as the Court Square Subdistrict, allowing new developments a maximum 15 FAR, with mandatory subway and pedestrian improvements allocated to eligible zoning lots. The 34 blocks added to the business district will become the Queens Plaza Subdistrict. The Commission notes that this subdistrict provides maximum densities ranging from 5 FAR to 12 FAR, a substantial increase from the existing range of 2 FAR to 5 FAR. The Commission believes that the rezoning proposal appropriately apportions the highest densities to large, underused sites near the Queens Plaza and Court Square transit nodes. The Commission notes that the Final Environmental Impact Statement (FEIS) prepared for the rezoning forecasts that this zoning approach would provide developments of up to 1.5 million square feet on the largest of sites, such as the municipal garage property proposed for disposition by the city in a related action (C 010260 PPQ).

Similarly, the Commission believes the proposal provides a moderately high density to facilitate developments that would provide continuous and relatively tall street wall buildings for blockfronts along the important Queens Plaza gateway corridor leading to the Queensboro Bridge and the portion of Jackson Avenue connecting Queens Plaza and Court Square. The

Commission believes the moderate density of 5 FAR provides buildings suitable to generally lower scaled areas at the northern and southern ends of the subdistrict, and on the small blocks west of Jackson Avenue.

The Commission believes that the proposed mixed use zoning provisions for the Queens Plaza Subdistrict will permit a broad range of uses that will complement the diverse activities in the area. The Commission notes that the use provisions will introduce the ability to provide new residences and establishes existing residences as conforming uses. The Commission notes that the use provisions of the Court Square Subdistrict will be broadened correspondingly to allow new residences to be developed. In addition, the mixed use provisions of the Queens Plaza Subdistrict will allow existing light industrial uses to remain as conforming uses, with the general ability to expand their operations, and permit new light industrial uses to locate in the subdistrict. The Commission notes that the mixed use zones and their three corresponding maximum densities described in the preceding paragraph will maintain or increase the allowable densities for light industrial uses throughout the subdistrict.

The Commission believes that the special use and urban design elements of the Queens Plaza Subdistrict will enhance the contributing character of new developments. The Commission notes that lobby frontages of buildings will be regulated in a manner similar to Midtown, so as to provide more varied activities at the ground level. In addition, most developments, except for new buildings with primarily semi-industrial or light manufacturing ground floor uses, will provide transparent glazing, planting or artwork elements at ground floor facades, and that additional pedestrian circulation space and landscaped seating areas will be required on four prominent sites at Queens Plaza.

The Commission believes the modified applications for amendments to the regulations of the Queens Plaza Subdistrict address important considerations for guiding central business district developments. The Commission believes these applications provide refinements that further the planning goals for the area. The Commission notes that density adjustments would permit greater density on two blocks across the street from already redeveloped or planned development

sites, situated on major streets, proximate to transit hubs and containing mainly one- or two-story non-residential buildings. For Block 433 across 44th Drive from the Citibank building, the 12 FAR portion is extended from the southern end to incorporate the entire block. Block 422 is across the street from the municipal garage that the City intends to sell to foster its redevelopment. In response to comments from Community Board 2 that the density changes would create potentially greater development of the area, the Commission notes that the FEIS reviewed the likely impacts of this change on these blocks, and the Commission believes that the modified applications provide an improved framework for establishing a mixed use central business district with an appropriately targeted amount of new development to ensure its success and vitality. Similarly, the Commission believes, in response to comments made by representatives of REBNY and LICBDC to further expand the area's development potential, that the modified proposal optimizes the level of development that can be supported by current infrastructure. The Commission believes that the suggestion to study the area's future infrastructure needs is worthwhile, not to promote future expansion of the district, but to prudently address conditions that, if improved, could substantially enhance the character of the business district as it develops within the bounds established through these actions..

The Commission notes that the modified applications respond to the recommendation of the Borough President to provide Block 422 with the highest density allowed in the subdistrict. The Commission believes that three blockfronts on Queens Plaza North at the western edge of the rezoning area, also recommended by the Borough President for the highest proposed density, do not adequately meet the planning goal of allocating the highest densities at large, centrally located sites at the subdistrict's largest transit nodes at Queens Plaza and Court Square.

The Commission believes that the proposed lowered street walls on narrow streets provides a balanced approach to allow sufficient flexibility for new buildings to accommodate a broad range of space needs in an area that allows an extensive mix of uses and has a varied built fabric. This regulatory change is consistent with building envelope requirements in other central business districts where street wall requirements are distinct for wide and narrow streets. In response to concerns expressed by Community Board 2 and the representative from the Municipal Art

Society, the Commission notes that the modified provisions are flexible enough to continue to allow building forms identical to the original proposal; the maximum allowable street wall height along narrow streets is unchanged. The Commission, also believes that the subdistrict's additional design and use requirements would continue to foster developments on wide and narrow streets that would enhance the quality of their streetscapes.

The Commission believes the parking modifications would promote the growth and development of the area as a central business district. The Commission notes that the modifications would increase the number of permitted accessory parking spaces from 100 to 250 and require the provision of a public parking garage with a minimum of 250 space in conjunction with the special permit available to developments on blocks 86/72 and 403. The Commission believes that the additional accessory and public parking facilities that may be provided as a result of the changes would address the likely additional demand for and reduced availability of parking spaces in the area as existing surface lots are redeveloped. The FEIS notes that the changes would substantially reduce a projected shortfall in available parking spaces that might otherwise occur, and thereby, help address potential traffic congestion by reducing the number of vehicles circulating on local streets searching for parking spaces.

The Commission believes that the proposed public parking garage requirements for the special permit sites represents a rational planning approach to provide for the anticipated needs of workers and visitors to the new central business district. The proposed locations would intercept vehicles before they entered critical intersections conveying vehicles onto and off of the Queensboro Bridge. The Commission notes that in conjunction with the development of the 1.2 million square foot Citibank building, a 776-space public parking garage was required to be provided off-site, behind the courthouse across Jackson Avenue from Citibank. The Commission believes the parking changes respond to recommendations of community boards 1 and 2 on the original proposal to ensure that developments would be able to provide for their own parking needs, and the recommendation of Community Board 2 that the special permit be conditioned on the additional provision of a 250-space public parking garage.

The Commission shares the concerns of a number of speakers regarding existing light industrial activities in Long Island City. It notes that the City has long used the broader area as a resource for industrial development displaced from other areas of the city by changing real estate market conditions. Nonetheless, Long Island City owes some of its current vitality and appeal to having also evolved to include a broad mix of non-industrial uses, such as film and television studios, arts-related enterprises and educational facilities. The Commission also notes that the FEIS for the rezoning conducted an extensive socioeconomic analysis which concluded that land use trends for the broader area would not be significantly affected by the proposed zoning designations establishing a compact central business district in the Long Island City core.

In response to suggestions that restrictive, manufacturing-only districts are an appropriate way to provide for industry, the Commission believes that such regulatory approaches have generally not achieved their purposes in the City's experience. Enumeration of a static set of accepted uses is contrary to fostering a dynamic business environment which allows companies to successfully adapt and grow to meet changing market needs. Again, Long Island City is home several firms that have so evolved, with the former Silvercup bakery being a leading example.

Instead, the Commission believes a more effective zoning approach for industrial development removes regulatory impediments and eliminates undue speculative pressures. In 1995, the Commission approved the Department's rezoning application for 90 blocks of Long Island City, surrounding the proposed central business district, to support light industrial and related uses. Through this 1995 rezoning low density, light manufacturing districts were established to better accommodate the existing character of uses and scale of development, and onerous parking requirements were eliminated. Consequently, sections surrounding the rezoning area, will have limited capacity for redevelopment for office use. Large retail uses are limited by zoning and parking regulations, and new residences are prohibited. The zoning implemented in 1995 is sufficiently balanced to prevent a significant change in land use in the surrounding areas and provides enough flexibility to ensure that the broad and synergistic mix of uses described in the public testimony would continue to be permitted.

In response to recommendations for instituting new taxes on properties within the rezoning area or fees on commercial development, the Commission believes that such levies would be contrary to the objectives of the rezoning. The current rezoning and related actions in the Long Island City core are being undertaken to target reinvestment to sites where substantial improvements occur rarely; the Citibank building is twelve years old. New taxes and fees that existed only on development in the Long Island City core would be a deterrent to redevelopment in a pioneering area highly sensitive to market factors.

The Commission notes that the City offers a host of benefits to industrial business that locate in Long Island City. Since 1994, 30 firms have had Industrial Development Agency assistance on behalf of industrial expansion. Approximately 22 manufacturing firms have received funds to relocate to Long Island City. Nine printing firms have received printing relocation grants to locate in Long Island City. The Commission encourages the City to use relocation funds to the maximum extent possible to assist businesses relocating within and from Long Island City. The Commission also encourages the Economic Development Corporation to continue to work with industrial businesses in Long Island City with a greater eye toward programmatic innovation for supporting the needs of industrial tenants and industrial firms that own their premises.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion was issued on May 11, 2001, with respect to this application (CEQR No. 00DCP055Q), the City Planning Commission finds that the requirements of Part 617, State Environmental Quality Review, have been met and that, consistent with social, economic and other essential considerations:

1. From among the reasonable alternatives thereto, the action to be approved is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable; and
2. The adverse environmental impacts revealed in the environmental impact statement will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval those mitigative measures that were

identified as practicable.

The report of the City Planning Commission, together with the FEIS, constitutes the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Section No. 9b:

- 1) changing from an M1-5 District to an M1-5/R7-3 District property bounded by:
 - a) 40th Road, Northern Boulevard, a line 180 feet southwesterly of 40th Road, and 29th Street;
 - b) 41st Avenue, 29th Street, a line 200 feet northeasterly of Queens Plaza North, and 23rd Street; and
 - c) a line 100 feet northeasterly of 42nd Road, 27th Street, 42nd Road, a line midway between Hunter Street and Jackson Avenue, 43rd Avenue, and a line midway between 24th Street and Crescent Street;
- 2) changing from an M1-5 District to an M1-5/R9 District property bounded by:
 - a) a line 200 feet northeasterly of Queens Plaza North, 29th Street, 41st Avenue, Hunter Street and its southwesterly prolongation, a line midway between the northeasterly street line of Queens Plaza North and the southwesterly street line of Queens Plaza South, 27th Street, a line 100 feet northeasterly of 42nd Road, a line midway between 24th Street and Crescent Street, 43rd Avenue, and 23rd Street; and
 - b) a line midway between Hunter Street and Jackson Avenue, 42nd Road, Jackson Avenue, Orchard Street and its southeasterly prolongation, the northwesterly property line of the Metropolitan Transportation Authority (MTA)/Long Island Rail Road right-of-way, Purves Street, Jackson Avenue, and 43rd Avenue;
- 3) changing from an M1-5 District to an M1-6/R10 District property bounded by a line 180 feet southwesterly of 40th Road, Northern Boulevard, 41st Avenue and its southeasterly prolongation, the northwesterly property line of the MTA/Long Island Rail Road right-of-

way, Orchard Street and its southeasterly prolongation, Jackson Avenue, 42nd Road, 27th Street, a line midway between the northeasterly street line of Queens Plaza North and the southwesterly street line of Queens Plaza South, Hunter Street and its southwesterly prolongation, 41st Avenue, and 29th Street;

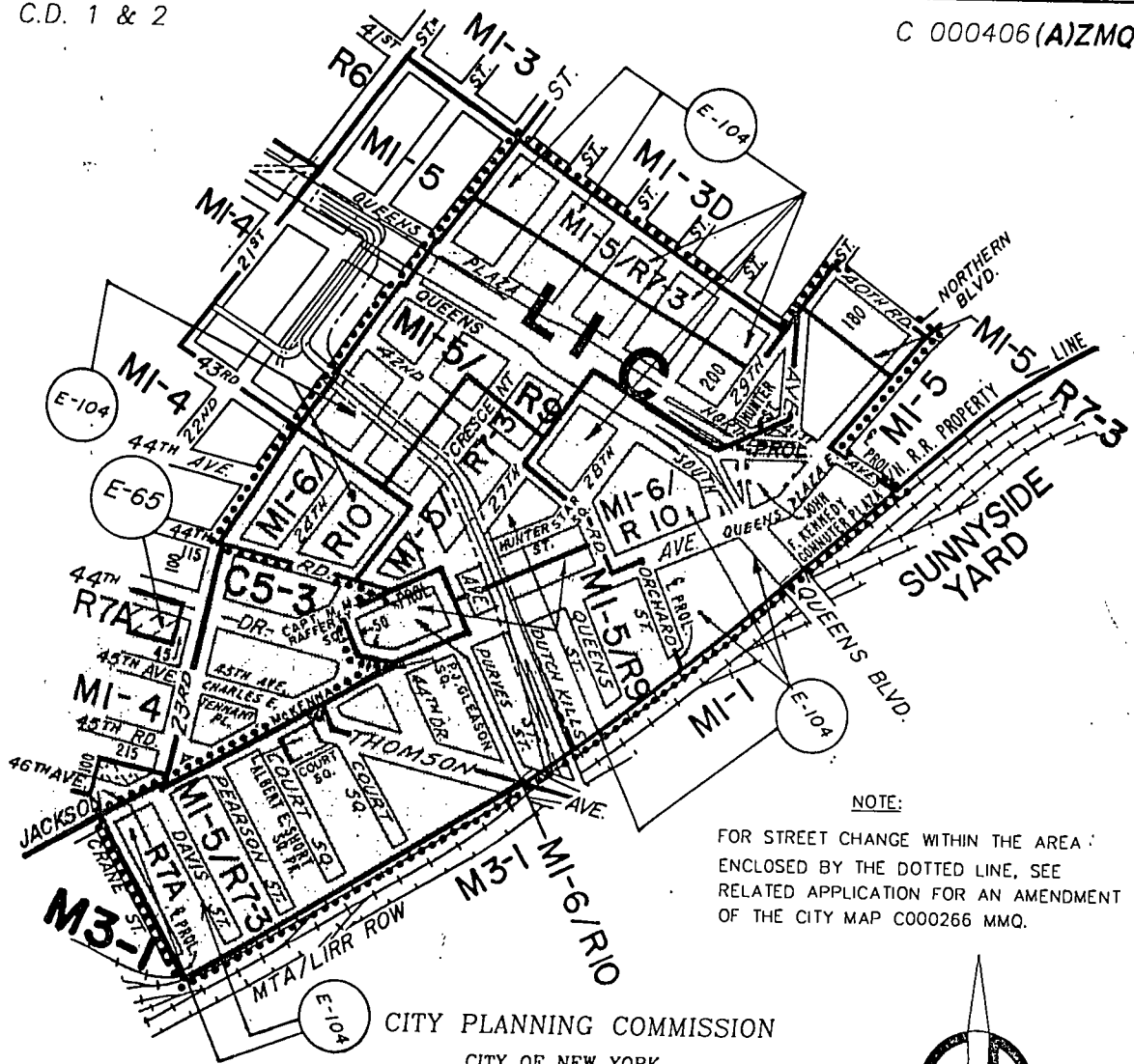
- 4) changing from an M1-4 District to an M1-5/R7-3 District property bounded by:
 - a) 43rd Avenue, Hunter Street, 44th Road, and Crescent Street; and
 - b) Thomson Avenue, the northwesterly property line of the MTA/Long Island Railroad right-of-way, Crane Street and its southeasterly prolongation, a line 100 feet southeasterly of Jackson Avenue, Davis Street, and Jackson Avenue;
- 5) changing from an M1-4 District to an M1-5/R9 District property bounded by Purves Street, Thomson Avenue, and Jackson Avenue;
- 6) changing from an M1-4 District to an M1-6/R10 District property bounded by:
 - a) 43rd Avenue, Crescent Street, 44th Road, and 23rd Street; and
 - b) 43rd Avenue, Jackson Avenue, a line 50 feet southerly of the northerly street line of 44th Drive, a line 50 feet southwesterly of the northeasterly boundary line of Capt. Malcolm M. Rafferty Square, and Hunter Street and its southwesterly prolongation; and
- 7) eliminating from an existing R7A District a C2-5 District bounded by Jackson Avenue, Davis Street, a line 100 feet southeasterly of Jackson Avenue, and Crane Street;
- 8) changing from an R7A District to an M1-5/R7-3 District property bounded by Jackson Avenue, Davis Street, a line 100 feet southeasterly of Jackson Avenue, and Crane Street; and
- 9) establishing a Special Long Island City Mixed Use District (LIC) [formerly a Special Hunters Point Mixed Use District, (HP)] within the area bounded by 23rd Street, 41st Avenue, 29th Street, 40th Road, Northern Boulevard, 41st Avenue and its southeasterly prolongation, the northwesterly property line of the MTA/Long Island Rail Road right-of-way, Crane Street and its southeasterly prolongation, a line 100 feet southeasterly of Jackson Avenue, a line midway between Pearson Street and Davis Street, a line 375 feet southeasterly of Jackson Avenue, Pearson Street, Jackson Avenue, 43rd Avenue, Hunter Street, 44th Road, Crescent Street, a line 66 feet northerly of 44th Road, a line midway between 24th Street and Crescent Street, and 44th Road :

as shown on a diagram (for illustrative purposes only) dated March 30, 2001, and proposed for modification on March 26, 2001, pursuant to Section 2-06(c)(1) of the Uniform Land Use Procedure, Borough of Queens, Community Districts 1 and 2, and which includes the environmental designation E-104.

The above resolution (C 000406 (A) ZMQ), duly adopted by the City Planning Commission on May 23, 2001 (Calendar No. 20), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

JOSEPH B. ROSE, Chairman
ALBERT ABNEY, ANGELA M. BATTAGLIA, IRWIN G. CANTOR, P.E.,
ANGELA R. CAVALUZZI, R.A., KATHY HIRATA CHIN, ESQ.,
ALEXANDER GARVIN, KENNETH J. KNUCKLES, ESQ. JOHN MEROLO,
Commissioners

MARILYN G. GELBER, Commissioner, Abstained

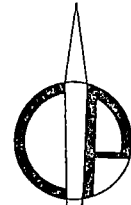


NOTE:

FOR STREET CHANGE WITHIN THE AREA ENCLOSED BY THE DOTTED LINE, SEE RELATED APPLICATION FOR AN AMENDMENT OF THE CITY MAP C000266 MMQ.

CITY PLANNING COMMISSION
CITY OF NEW YORK

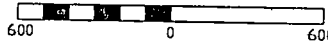
DIAGRAM SHOWING PROPOSED
ZONING CHANGE
ON SECTIONAL MAP
9b
BOROUGH OF
QUEENS



[Signature]
Director of Technical Review

New York, Referral Date
MARCH 30, 2001

SCALE IN FEET



NOTE:

- Indicates Zoning District boundary.
- The area enclosed by the dotted line is proposed to be rezoned by eliminating a C2-5 District from an existing R7A District, by changing R7A, M1-4, and M1-5 Districts to M1-5/R7-3, M1-5/R9, and M1-6/R10 Districts, and by establishing a Special Long Island City Mixed Use District (LIC).
- Indicates a C1-5 District.
- Indicates a C2-5 District.
- Indicates a Special Long Island City Mixed Use District. [formerly a Special Hunters Point Mixed Use District (HP)].
- Indicates a City Environmental Quality Review Declaration.

THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.

Community/Borough Board
Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 1000
FAX # (212) 720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.

JAN 30 2001

QUEENS OFFICE
Department of City Planning

2. Send a copy of the completed form with any attachments to the applicant's representative as indicated on the Notice of Certification, one copy to the Borough President, and one copy to the Borough Board, when applicable.

APPLICATION # C 000406 ZMQ

DOCKET DESCRIPTION

See attached sheets

COMMUNITY BOARD NO. 1 & 2

BOROUGH Queens

BOROUGH BOARD Queens

DATE OF PUBLIC HEARING January 16, 2001

LOCATION Astoria World Manor

WAS QUORUM PRESENT? YES NO

(A public hearing shall require a quorum of 20% of appointed members of the board, but in no event fewer than seven such members.)

VOTE ADOPTING RECOMMENDATION TAKEN

DATE January 16, 2001

Astoria World Manor

LOCATION 25-22 Astoria Blvd., 11102

RECOMMENDATION

APPROVE APPROVE WITH MODIFICATIONS/CONDITIONS

DISAPPROVE DISAPPROVE WITH MODIFICATIONS/CONDITIONS

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

Community Board 1 voted to approve this application with the following stipulations: 1) under a separate application a proposal to expand the mixed use zone north of 41st Avenue (Dutck Kills Community) be initiated. 2) that the minimum parking regulations be applied for new development

01 JAN 23 PM 4:02
CITY PLANNING COMMISSION

VOTING :

IN FAVOR 31 AGAINST 0 ABSTAINING 1

TOTAL MEMBERS APPOINTED TO BOARD 46

Veronica P...
COMMUNITY/BOROUGH BOARD OFFICER

January 18, 2001

Chairperson

DATE

TITLE



Community Board No. 2

43-22 50th Street
Woodside, New York 11377
(718) 533-8773
Fax (718) 533-8777

Joseph Conley
Chairman

Dolores M. Rizzotto
District Manager

February 28, 2001

Joseph B. Rose, Chairman
City Planning Commission
22 Reade Street
New York, New York 10007

RE: N 000406 ZRQ/ZONING TEXT AMENDMENTS
FOR LONG ISLAND CITY

Dear Chairman Rose:

On February 01, 2001, Community Board 2 held a Public Hearing on the noted proposed application that would establish the Special Long Island City Mixed Use District and create the Hunters Point, Court Square and Queens Plaza sub-districts within it.

Following the hearing, at the regular monthly meeting of the full board a motion was made, and seconded, to approve the application with the following stipulations:

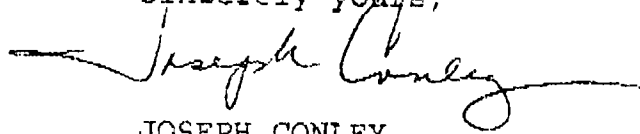
(a) **whereas**, all developments in areas to be zoned to permit an FAR of five [5], be allowed to increase their FAR to eight [8] if thirty per-cent [30%] of their total space is residential, and

(b) **whereas**, parking limitations of any development, in any of the areas, be raised to 250 off-street spaces per building, and

(c) **whereas**, as stated in testimony by Adam Friedman, Executive Director, New York Industrial Retention Network [copy attached] that provisions be included to safeguard manufacturing in the Long Island City area and protect the industrial base.

The motion passed by a vote of 14 In Favor, 10 Opposed, 0
Abstentions.

Sincerely yours,

A handwritten signature in cursive script that reads "Joseph Conley". The signature is written in dark ink and is positioned above the typed name.

JOSEPH CONLEY
Chairperson

Encl.
JC:dr

cc: Hon. Claire Shulman, President, Borough of Queens
Hon. Walter McCaffrey, Council Member
John Young, Director, Qns Office, DCP
Gayle Baron, Executive Director, LICBDC

b:DCPLIC.17

New York Industrial Retention Network

175 Ramoen Street, Suite 350, Brooklyn NY 11201
Tel 718 624-6800 ♦ Fax 718 624-8618 ♦ www.nyirn.org



I am Adam Friedman, Executive Director of the New York Industrial Retention Network (NYIRN) and I appreciate the opportunity to testify regarding the proposed rezoning of Long Island City.

NYIRN is a city-wide economic development organization dedicated to strengthening the manufacturing sector. Through a network of well over 120 local development organizations, labor unions, banks, utilities and other "stakeholders" in the manufacturing sector, we identify at-risk companies and help them to obtain the services they need to remain competitive.

We agree with the Department of City Planning that there is a need for more office space in New York City. The dot.com boom has faded and the immediate pressure is off but the market will pick up again, and we should plan now for the next round of business expansion.

Long Island City is the logical place for growth to occur. Its proximity to midtown Manhattan, its incredible mass transit infrastructure, and the recent addition of amenities such as MOMA, make the area attractive to the type of office development that needs to occur.

The problem is that Long Island City is also one of the most dense concentration of manufacturing jobs in the City. There are 15,000 manufacturing jobs at risk here, including approximately 100 printing companies. The development of new office space will displace some and more will be put at risk from the gentrification that might occur in areas outside the new core business district.

This doesn't mean that development should be stopped or that the rezoning should not be pursued. It does mean that the rezoning should be conditioned on addressing how to retain manufacturing in the surrounding area and even to some extent in the core district.

Why should the City and its land use policies seek to retain manufacturing?
Isn't manufacturing a thing of the past?

Nothing could be further from the truth. There are 12,000 manufacturing companies in New York City today, employing well over 200,000 people. Those that remain after decades of competition from low wage/low cost areas are often the leaders in their fields and have developed competitive advantages that are frequently tied to New York. Within walking distance of here is a company that makes state-of-the-art equipment for measuring electricity that is sold around the world and is used in power plants, submarines and national standards laboratories. Another makes jet aircraft engine components. Another makes pastries that are like pieces of art and another makes ethnic food products that are sold up and down the east coast.

These companies provide decent, generally well-paying jobs many of which often lead to career or entrepreneurial opportunities. The argument that some people make that these jobs will be replaced by jobs in retailing or business services is just nonsense. People are not fungible. A person who sews apparel, bends steel or carves wood is highly unlikely to find a job behind a cash register let alone a computer. We may call these jobs "entry-level" or "unskilled" but the truth is that they do require a variety of skills which just tend to go unrecognized. We need to maintain a diverse economic base that reflects the diversity of our people. No single county in the United States is more diverse then Queens.

City Planning recognized the importance of these jobs in the overall framework for the rezoning proposal by re-affirming that certain areas are to be retained for light industrial use.

In our experience the manufacturers who are still here want to be here because of their skilled workforce, their proximity to the largest consumer market in the world and the wealth of design talent that resides here. They are being squeezed out, however, by a space shortage and by the warehousing of space, i.e. owners who previously rented to manufacturers but who are now keeping their space empty in anticipation of converting their space to other higher rent uses.

This warehousing and the real estate speculation which surrounds it are not in the general public interest or the interest of the immediate community. This speculation can blight a neighborhood and force out existing jobs. Space can remain vacant for a decade, while people are put out of work.

It doesn't have to be that way. The City can encourage the growth of an area such as the core of Long Island City but avoid speculative blight in the surrounding neighborhoods by making a firm commitment to retain manufacturing in the periphery and to create new programs to help displaced manufacturers to relocate and upgrade their operations. Other cities have pursued similar strategies through "Planned Manufacturing Districts," "Industrial Retention Zones," or "Manufacturing Sanctuaries" with significant success. In these areas, neighborhood retail such as coffee shops, groceries and other small stores that are part of any community are permitted just as they are today in a manufacturing zones, but office development is limited to that which is ancillary to the manufacturing. Sending a clear message that an area will be kept for manufacturing discourages the type of speculative warehousing of space and conversion that can destroy a vibrant manufacturing area.

In this case, the City should explore creation of Industrial Retention Areas in the areas surrounding the core which it has recognized as appropriate for light manufacturing. This includes the triangular area that is roughly bounded by the rail tracks, Newtown Creek and 37th to 39th Streets, excluding the few blocks that already include large non-industrial uses such as LaGuardia Community Collage. This 50+ block area is a solid industrial area and the City should signal its commitment to preserve this area by adding protections to prevent speculation.

Second, the City should revive the relocation grant program to reimburse companies that relocate within New York City. Almost every state that is seeking to lure companies from New York offers that type of assistance and we should be competitive with them.

The City should also provide the engineering and technology assistance companies needs when they move to make the relocation process into an opportunity to become more productive. Relocation could be time to upgrade equipment and provide training to improve operations.

While the City could fund such initiatives from the general budget, they could also be funded by a small assessment on the property that is being rezoned. The rezoning will dramatically increase the value of the property in the area and it would be fair to recapture a little of that wealth to pay for the programs needed to remediate the negative impacts of the rezoning.

Thank you once again. I look forward to working with you in this effort.

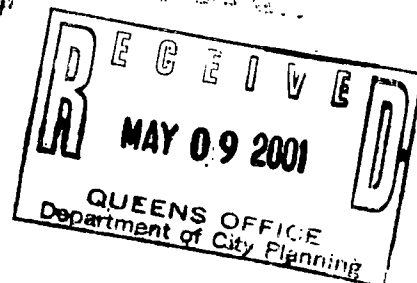


Community Board No. 2

43-22 50th Street
Woodside, New York 11377
(718) 533-8773
Fax (718) 533-8777

Joseph Conley
Chairman

Dolores M. Rizzotto
District Manager



May 4, 2001

Joseph B. Rose, Director
Department of City Planning
22 Reade Street
New York, New York 10007

FAX (212) 720-3219

RE: City Planning Application on Modifications to
Applications C000406ZMQ and N000407ZRQ
(Special Long Island City Mixed Use District)

Dear Mr. Rose:

Community Board 2 held a Public Hearing on May 3rd, 2001 on the above matter. After the public comments and a presentation by John Young, Department of City Planning, Queens Board 2 voted against the modifications to the above applications.

Voting for the above changes at the Public Hearing and regular Community Board meeting were 23 against, 4 in favor, 0 abstaining for the following reasons:

- would create potentially greater development in the area,
- the streetwall regulation would destroy the scale of small local blocks,
- does not encourage development of residential uses,
- proposed type of construction would change the character of the neighborhood and force out manufacturing and residential space.

Thank you for your attention to Community Board 2's concerns.

Sincerely yours,

JOSEPH CONLEY
Chairman

JC:mm

11 (D) MAR 28 2001

Queens Borough President Recommendation

APPLICATION: ULURP # 000406 ZMQ

COMMUNITY BOARD: Q01 & Q02

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Department of City Planning, pursuant to Sections 197-c and 201 of the NYC Charter, for an amendment of the Zoning Map for a thirty-four (34) block area changing a M1-5 district to M1-5/R7-3, M1-5/R9, & M1-6/R10 districts, change a M1-4 district to M1-5/R7-3, M1-5/R9, M1-6/R10 districts, remove a C2-5 overlay on Jackson Avenue between Davis & Crane Streets, change a R7A to an M1-5/R7-3 district on Jackson Avenue between Davis & Crane Streets, and establish a Special Long Island Mixed Use District in an M1-5 district, Zoning Map 9b, Long Island City, Borough of Queens. (Related items: ULURP #s 000266 ZMQ, 000407 ZRQ, 000483 ZSQ, 000266 MMQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, February 22, 2001, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were no other speakers. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

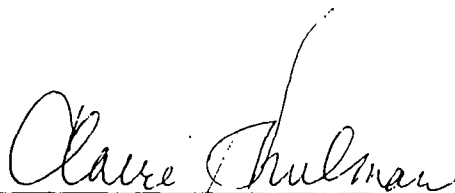
- o The Department of City Planning (DCP) proposes a zoning map amendment for a 34 block area of Long Island City bounded by 23rd Street, 21st Street, 41st Avenue, Sunnyside Yard, and Crane Street to establish New York City's forth Central Business District (CBD);
- o Within this area M1-5 districts will be changed to M1-5/R7-3, M1-5/R9, M1-6/R10 districts; M1-4 districts will be changed to M1-5/R7-3, M1-5/R9, M1-6/R10 districts; remove a C2-5 overlay on Jackson Avenue between Davis and Crane Street; and change a R7A district to a M1-5/R7-3 district on Jackson Avenue between Davis and Crane Street;
- o The proposed zoning text amendment would incorporate the existing Hunters Point Mixed Use District and Court Square Subdistrict, and create the Queens Plaza Subdistrict to establish the new Special Long Island City Mixed Use District. The new Special Long Island City Mixed Use District reflects the unique combination of uses located in this area;
- o The intention to establish Long Island City area as a CBD has been in the planning process for over a decade. Long Island City is within minutes of Manhattan, New York City's airports, serviced by several subway lines and has access to all major roadways. DCP projects that the rezoning would allow for 4.9 million sf of new commercial development. The new commercial development will help New York City to retain businesses that might otherwise locate outside of the city;
- o Community Board 1 approved this application with conditions by a vote of thirty-one (31) in favor with none (0) against and one (1) abstaining at a public hearing held on January 16, 2001. CB 1 conditions were that a new application should be submitted to expand the mixed use north of 41st Avenue (Dutch Kills Community) and that the minimum parking regulations be applied for the new development. Community Board 2 approved this application with conditions by a vote of fifteen (14) in favor with ten (10) against and none (0) abstaining at a public hearing held on February 1, 2001. CB 2 conditions were that all developments in areas to be zoned with a 5 FAR should be allowed an increase to 8 FAR if thirty percent (30%) of their total development is residential; parking limitations of any development, in any of the areas, be raised to 250 off-street spaces per building; and provisions be included to safeguard manufacturing in the Long Island City area in order to protect the industrial base.

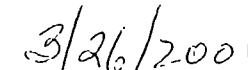
Continued...

RECOMMENDATION

Based on the above consideration, I hereby recommend approval of this application with the following modifications:

- o All of Block 422 and the southern portions of Blocks 413,414, 415 should be upzoned to M1-6/R10 with a 12 FAR. These blocks are located on Queens Plaza and in close proximity to subway stations and are suitable for the maximum FARs proposed in other in the Long Island City study area. Development on these blocks would help establish Long Island City as a Central Business District.
- o Block 434 should be acquired by the city and developed as open space to help offset the acute shortage of open space in the Long Island City area. Additionally, open space at that location would provide a much needed amenity for current residents and area businesses as well as make the area more attractive for future development.
- o Block 427 is bisected by the elevated ramp of the Queensborough Bridge. The effect of that ramp is that of a mapped street. An amendment to the Special Long Island City Mixed Used District should be made that would specifically allow the transfer of development rights from the southern portion of Block 427 to the northern portion of that block. This amendment would not increase the FAR potential within the rezoning area for environmental review purposes. However, it would allow Silvercup Studios, the occupant of that block, the opportunity to expand their existing film and television production facility as-of-right. Silvercup Studios is an important part of a growing industry in Queens and New York City that is being adversely impacted by the actions of the New York State Power Authority next to their Northern Hunters Point site.


PRESIDENT, BOROUGH OF QUEENS


DATE